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INSIDE: Dave Perewitz's Discovery Channel Bike

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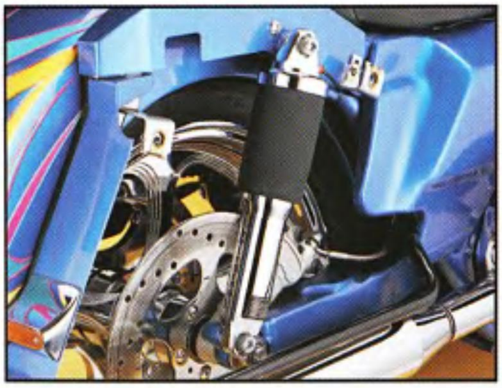

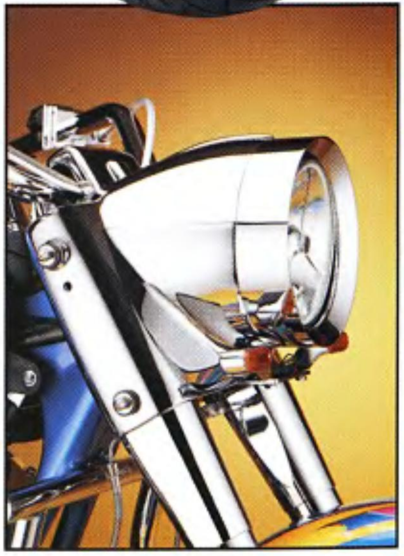

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TakingItEasy

A guy who was robbing a bank said to the teller, "Don't do anything stupid, lady." A short time later when he was fleeing with his loot, he **forgot to take his holdup note,** which was a preprinted withdrawal slip with his name on it.

A convicted murderer kept on telling a court that (contrary to a jury's finding) he wasn't guilty of killing the 42-year-old victim and that if he only had enough money to challenge the conclusive DNA tests (which showed that his blood was all over the victim's apartment), he would be a free man. A few moments later during his recitation to the court, he asked the judge for **credit toward his sentencing** because of his conscientiousness in having spent "seven hours" cleaning up the crime scene and the victim's body.

About once a month the owners of a California sport fishing bait shop reap a windfall. It seems a Tibetan Buddhist study group stops by in a caravan after meditating on the **"liberation of beings"** and plunks down $1,000 to $2,000 to buy as much live bait as they can, after which they go to the harbor and free the bait (whereupon much of it is immediately eaten by fish anyway).

While the Statue of Liberty remains shuttered for lack of $5 million in post-9/11 upgrades, Congress in January mandated $10.7 billion in "earmarked" projects. These included: $50 million for an indoor rain forest in Iowa, $50 million to make sure a Florida beach resort bridge remains toll-free, $450,000 to decipher the gene structure of rainbow trout, $225,000 to **repair a public swimming pool** whose drain a U.S. Representative clogged with tadpoles when he was a kid, $200,000 to introduce golf to youngsters, $90,000 for the Cowgirl Hall of Fame, and, $500,000 for a University of Akron program that analyzes how Congress makes difficult budget decisions. (How ironic.)

You've probably heard about the guy in Germany who was arrested for killing and eating a man but presented videotaped evidence that the murder was consensual. Prosecutors have since learned that the "international cannibal community" may include hundreds of men who communicate on the Internet, including several who visited the one who did the eating (but who changed their minds and were permitted to leave). Among the guy's e-mail exchanges, a potential victim wrote of the proposed relationship: "Hey, we seem to have discovered a market niche." The guy who did the eating said, "We could **solve the problem of overpopulation** and famine at a single stroke." (Now that's looking at things from a practical viewpoint.)

A 41-year-old woman offered to pay three teenagers $20 to come **beat up her son** (but told them to be careful with the furniture).

Scientists on the cutting edge have recently developed cholesterol-free mice (yummy), **bisexual butterflies,** and the "perfect" slice of buttered toast. And a team of mathematicians using 200,000 computers found the largest "Mersenne prime" number ever, which is 6.3 million digits long. A grad student who worked on the project said, "It's a neat accomplishment, but it really doesn't have any applicability." (I would think not. And I'm wondering if these people working on these projects were paid for their time—and by whom.)

Fresh from our "We be Flaggin'" File: You know those baggy pants the kids are wearing these days? The ones that supposedly look so "cool"? Well, a guy who was running from the police after allegedly robbing a sandwich shop was caught after being **slowed by his baggy pants** which caught on a fence post. And a 14-year-old boy was killed by a train while playing on railroad tracks with friends. He tripped, got his baggy pants caught on a rail, and couldn't free himself. Those baggy pants may be in fashion, but it looks like you took a big dump in your drawers.

Don't for one minute think that your sewage is going to waste. The Singapore government decided to list its high-tech sewage-water conversion plant as a tourist attraction, and the Prime Minister drank a bottle of the purified waste to demonstrate that it is **not only safe but tasty** (yums). And, sanitation officials in Oslo, Norway, said they will soon create an adventure park within the city's sewer system, including rafting, theater performances, artwork on the walls, and an area for weddings and parties. (Can't you just see that wedding invitation: "Come to our sewer system wedding for an evening of FUN.")

Another entrepreneur at work: New York had a blizzard recently, and a guy set up a street corner kiosk to sell **snowballs for $1 each.** He sold six, then created a fresh inventory and sold four more before calling it a day.

A teenage girl had inhaled oxide from "whippet" propulsion cartridges just before a car crash that left her with permanent brain damage. Her parents filed a lawsuit against the store that sold her the canisters. BUT, a store manager claimed that even though his was a video store whose whippets were sold from an "adult" room, he believed that his customers were **not inhalant-abusers** but just people who wanted to make their own whipped cream (yeah, right).

A woman was cited for dangerous driving after she tied the child's seat carrying her 20-month-old infant to a backseat door to **keep it from swinging open.** Maybe they should have cited the mom for being dangerous.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 373 • JULY 2004

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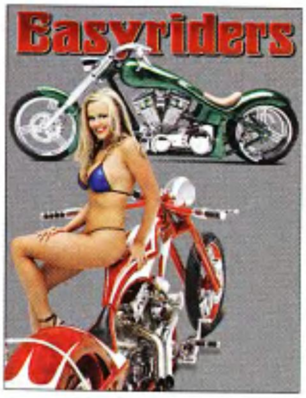

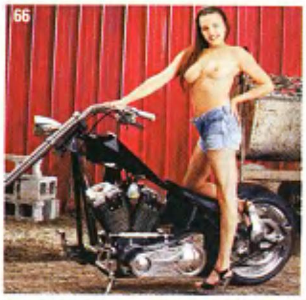

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Eddie Trotta Drop Seat bike shot by Don Rogers. Eastside Casino chop and Kewl Kristin by Aaron Stevenson. Special imaging by Jeff Biggs.

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Funny As All Hell

I've been a reader for a long time. When I read the letter in the April issue from some asshole bitchin' like a little girl about the cover from the December '03 issue, I said, "Fuck you." The rest of the club and I thought it was funny as all hell. So if you can't take a joke, go fucking buy a damned Honda and leave the men's bikes and mags to the real men, bitch. We don't like assholes fucking with *Easyriders* or its staff.

King
Palatine, Illinois

Lids

Was watching *American Chopper* the other night and saw the boys from OCC putting around the land of fruits and nuts lidless. Looked good, since even a rugrat on a bicycle must cover his noggin' in nutsville.

H. Phillips
El Paso, Texas

Splitting Traffic

Great rag—I've had very few gripes with it over the years. Have been a reader since the mid-'70s and a subscriber since '93. Since my retirement in 1997, I've ridden in 48 states.

I'd like the lowdown on "splitting traffic." Three of my cross-country trips have included California. On numerous occasions I've noticed riders shooting the gap without regard to law enforcement. Is splitting traffic legal? I have only noticed it on the West Coast and have a feeling if a cop saw me do that here in Indiana, I'd be cited for reckless driving, passing on the right, and no tellin' what else.

What's the scoop for all of us uninformed riders? Is it legal only in California?

Troy
Indiana

No, splitting lanes on the freeway is legal in some states. Check with your local ABATE folk or SMRO for more info. ABATE of California was successful in its arguement that air-cooled engines tend to melt when sitting for hours at standstill on hot L.A. freeways. In California, although, the rider must be between the two far left lanes and can only travel no more than 5 mph over the flow of traffic.

Thanks

Just got back from the Easyriders Invitational Show in Columbus, Ohio, this afternoon and wanted to thank you guys for putting on a great event. My son Junior got to meet his hero, Indian Larry. What a class act—Indian Larry actually took time out to talk to Junior. Now there's a REAL role model for all the "young" bikers out there.

Thanks, *Easyriders*, and thanks again, Indian Larry.

Hans Van Hooser
Cyberspace

Our pleasure. Indian Larry recently joined our Easyriders Centerfold Bike Show Tour.

Ticked Off

I have never felt the need to write a letter to a publication before so something must have really ticked me off to motivate me to do so.

Since reading your October issue in which a reader writes that it's not cool to ride around town with your feet on the highway pegs, I have been annoyed at how some people sit around with obviously nothing better to do than to decide on what's "cool" or not. It is, after all, about riding, right?

I have a '96 Heritage with over 90,000 miles on it and have been riding since I was 13 (now 45). And excuse me that since I don't have forward controls, I put my feet on my highway pegs even when I'm going 25 miles an hour. Imagine that! Mike from Peoria (Feb. '04 issue) is right. The guy is an idiot, and I guess it surprises me that whoever published that letter felt it was an important issue. I just don't get it.

Donald
South Florida

We DID it just to get you all riled up, Donald. We even published yours.

Builder Kudos

Just wanted to let you know about a great builder in the Boynton Beach, Florida, area. His name is Jerry Graves and his shop is "Graves Custom Cycles." What's unique about him is his attitude. It's great and he's customer oriented. He

believes in building a bike your way. Not his vision of what he wants you to have. Now that's unique in today's custom builder world, especially in south Florida.

Jerry and his team of John (fabricator) and Seth (painter) have just completed four (not one, but four) new choppers to take to the Charlotte Easyriders Bike Show. They are awesome. Airbrush work on the red bike was done by Sonny DePalma. I'm sure we will see most, if not all, of these bikes in the national level magazines.

Jerry, John, and Seth are the nicest, friendliest, most honest, and most sincere people you would ever want to meet. I wish them the best of luck. Enough said. Check out the pics *(above)*.

Pistol Pete Beck
Boynton Beach, Florida

We know Jerry and he definitely builds some high-pimpin' "bling-bling" scoots.

An Old Reader

Been a reader of *Easyriders* from the old days in the late '70s and early '80s. But haven't ridden or owned a motorcycle for years. Had a '70 XLH, '81 Super Glide, and a '74 XLCH. Marriage, two kids and the family thing put the brakes on biking for a long time. I liked your magazine then—now it's like a next generation, although it's still good.

Bikes have changed a lot, but now the kids are grown and I'm free to try it again. I bought a '79 Sportster as a basket case off e-Bay and am putting it back together until I can afford to get a rolling chassis and do it right.

You guys keep up the good work—I still have faith that your magazine is still the best.

Tim
Baltimore

A Damn Good Burger

I just wanted to drop a quick line and thank the staff at Gearjammers (biker-owned and friendly), sports bar and grill in Hubbard, Iowa.

I was on my way across the state and ran into a severe storm, possible tornado and hail on the way. They found a shop to put my bike in and keep it out of the weather. They made me a damned good burger and onion rings and really made me feel at home. So I just wanted to ask your readers to stop in, check it out, and support some really good people—while having a good time doing it.

Matt Olesen
Des Moines, Iowa

How about it brothers and sisters, have you found a great burger someplace while riding? Let us know, we love a damn good burger.

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Easyriders Centerfold Tour

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SEE THESE MASTER BUILDERS AT SELECT SHOWS, HEAR ABOUT THEIR CUSTOMIZING AND CHECK OUT THEIR LATEST CREATIONS GO TO WWW.EASYRIDERSEVENTS.COM FOR APPEARANCE INFORMATION

Sporting a new tan from Daytona Bike Week, Dave Perewitz, was mulling over not one but four separate invitations from television producers who wanted to bring him into various bike-building TV programs. As a result of his appearance on the Discovery Channel's *Great Biker Build-Off* series, he's got star billing thanks to reportedly the highest rated segment of the series. Like they say in Hollywood, he's got options.

One of those options has two wheels and 5,000 miles on the clock after Dave wrenched it together for the Discovery program. In fact, Dave may have finally built a bike for himself. "Without a doubt it's my favorite bike to ride. All the components just clicked together perfectly. I never stopped riding it after the program was completed."

Asking his impression of this year's Daytona, Dave laughs and says, "I saw a load of really wild looking new bikes that are totally impractical and can hardly be ridden. That's what I saw. Everybody and his brother's a bike builder now because of television." And we add, hey, Dave, and because of you. "Well, yeah," says Dave.

It all started when Dave Nichols, editor-in-chief of *Easyriders,* called and asked

DAVE PEREWITZ'S DISCOVERY CHANNEL CUSTOM

The Reel Deal

the master builder if he was interested in doing a Discovery Channel bike build-off. Thinking for about half a second, Dave replied, "Sure." The show's producer, Hugh King, called and explained the details. As far as the design of the bike Dave was given free rein but he also had his own criteria. "I had to do something that was pretty wild looking but wanted to keep it within my styling. The main thing was that I wanted something that was completely comfortable, roadworthy and reliable." He laughs and adds, "If I'm going to ride 1,000 miles, I'm too old to be uncomfortable. So that was my criteria."

With two weeks notice the Discovery cameras appeared at Dave's Bridgewater, Massachusetts, Cycle Fabrications shop. "They came to film at three different times," Dave explains, "and during each of those five-day periods we had to complete a segment and then stop until they returned. During the first five days we finished the frame, the gas and oil tank, did the metal work, set up the rear fender and pipes. The second segment involved the paint process, which they filmed from start to finish. The third time we started with the bare frame, bolted in the TP Engineering 121-inch motor and

Baker 6-speed and ended up with the completely assembled bike. Because of the filming requirements we had to fabricate some components two or three times; for example we had two gas tanks prepped in different stages so that it would look like we were doing it all in one day. So to take care of each five days of filming it literally took two weeks of preparation."

Regarding the final design for the bike, Dave wanted something a little different frame-wise. "I didn't want the normal," he says, "so I began talking to the guys at Rolling Thunder who offered us their facility and their guys to do the project. We flew up to Canada and met with Dave Cote and went to work. He's a great guy and within half a day we could see we were on the same frequency. If you watch the show, at the end of every

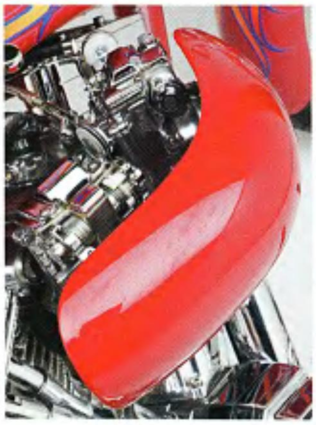
build-off, they say the same thing…and this ride has led to many new friendships…well, it's true. At least for me. I don't know about the rest of them."

Talking about the Discovery ride itself from Pensacola, Florida, to Dallas, Dave adds, "As far as I'm concerned, it was a ride of a lifetime. We were on the road for four days, enjoyed near perfect weather, and I brought 60 of my friends from all over the country plus my daughter Jody and my son Jesse rode with us."

So what happened when the bike was completed? "We were staying at a big downtown hotel in Dallas and just went back to the bar and partied," Dave says. So would you do it again? "Oh, absolutely. It was great, really awesome. Winning or losing the build-off was just a minor issue compared to the whole amazing experience."

Dave, who was also voted into the National Motorcycle Museum Hall of Fame and awarded *Easyriders/V-Twin* magazines' 2003 Best Custom Fabricated Bike Builder, is busy with new projects. Like building a special bike for Gibson guitars (and a matching guitar, no less), part of a deal called "The Three Kings" along with Arlen Ness and Donnie Smith. Plus, after 25 years, he's moving into an all-new facility, so the Discovery build-off bike is up for sale. If you're looking for a TV celebrity that's comfortable to ride and dependable—hey, we're talking about the bike—just call Dave at Cycle Fabrications at 508-697-3595 or log on to www.perewitz.com for more info.

—Paul Garson



Owner: ....Dave Perewitz
City: ..Bridgewater, Massachusetts
Designer:..............................owner

General

Fabrication: ....Perewitz/ Cycle Fabrications
Year and make: ....'03 Perewitz Special Construction
Model: ....Discovery custom
Assembly: ....Dave and crew
Time: ....30 days
Chroming: ....JC

Engine

Year: 2003
Model: ....TP Engineering
Builder: ....TP Engineering
Ignition:..................................Crane
Displacement:......121 cubic inches
Lower end: ....Delkron/S&S/Carello
Balancing: ....TP Engineering
Pistons: ....JE
Heads: ....TP Engineering
Cam: ....TP Engineering
Lifters: ....TP Engineering
Carb(s): ....two Mikuni HSR-42
Air cleaner: ....custom
Pipes: ....Gerald Rhinehart
Mufflers: ....none
Transmission: ....Baker 6-speed
Modifications: custom made to fit, billet closed primary
Shifting: ....foot

Painting

Painter: ....Dave Perewitz
Color/type: ....RRG "arrivederchee" red
Special paint: ....flames by Dave/ striping by Keith

Frame

Year: 2003
Builder: ....Rolling Thunder/ Cycle Fab
Type: ....dropneck hidden-shock
Rake: ..40 degrees, 6-degree trees
Stretch: ....6 inches
Shocks:..we said they were hidden
Modifications: ....oil in frame

Accessories

Bars: ......custom with 6-inch risers
Handlebar controls: ....n/a
Fenders: ....Russ Wernimont/ Cycle Fab
Headlight: ....Headwinds
Taillight: ....LED Perse/Cycle Fab
Pegs: ....Performance Machine
Electrics: ....Cycle Fab
Gas tank:......Wernimont/Cycle Fab
Oil tank: ....Cycle Fab
Oil system:..............TP Engineering
Seat: ....Danny Gray
Mirrors: ....Performance Machine
Grips: ....JB

Forks

Type: 41mm
Extension: ....none
Builder: ....Perse

Wheels

Size: ......19-inch front/18-inch rear
Wheels:........Performance Machine
Tires: ....Avon
Brakes: ....Performance Machine
Photographer: ......Michael Lichter

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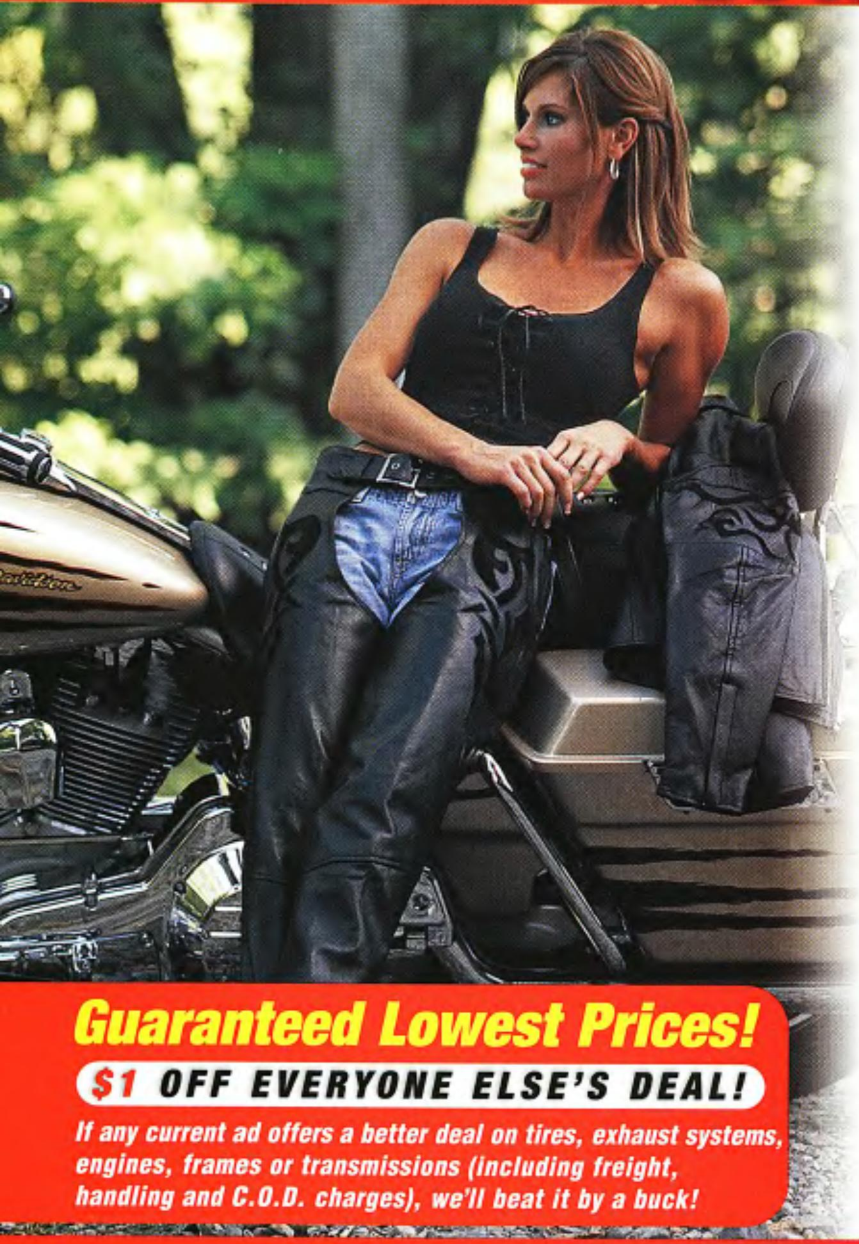

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PartsBox

Scooter Shooterz's Assassin frame kit for big tires and motors

Scooter Shooterz came to the 2004 *V-Twin* Expo with a modest-sized booth but made quite an impression with their over-the-top hot rod motorcycle and a few interesting original components. One of them is the Assassin, a hardtail frame with large tubing and an aggressive combo of flowing curves and sharp angles.

The Assassin frame is built from steel to accommodate a 280- or 300-series rear tire and is configured for right-side-drive transmissions. The assassin frame kit is available in 1 3/8- and 2 1/4-inch diameter tubing to handle the punishment of wide tire applications.

The Assassin frame kit retails for $2,995. Call Scooter Shooterz at 219-374-9740 for more information or log on to www.scootershooterz.com.

New Bassani Pro Street pipes available for 2004 Sportsters

North County Customs now offers the Bassani Pro Street pipes for the 2004 Sportsters. Packed and ready for delivery, these new headers are designed for direct bolt-on fitting to all forward and mid-control 2004 Sportys. Offering the same performance as the original Pro Street systems, they are available in both slash and straight cut styles.

Bassani's pipes for 2004 Sportsters feature equal-length pipes and have a replaceable/tunable baffle system and aggressive Pro Street styling. They come with all the necessary mounting hardware for a bolt-on fit and retail for $369.

Call 866-439-4287 for more details or visit www.northcountycustoms.com.

Metal Motorsports can't leave the wheel alone

Metal Motorsports Inc. was a first-time exhibitor at the *V-Twin* Expo this year and rolled out their line of steel fenders, gas tanks and motorcycle custom wheels for the occasion. The latter feature intricate designs that would be prohibitive to manufacture out of billet, so they are pressure-cast instead for that striking, 3-D look.

The 5-spoke Lusso is a classic hot rod wheel designed by Chip Foose and is now available for motorcycles. The Barb (shown above) features a wild styling for today's most imaginative custom bike builders.

Call Metal Motorsports for more information 562-531-9029 or see their Web site at www.metal-monsters.com.

Climax Cycle introduces Stealth, the ultimate drag bar

Climax Cycle Control Systems' Stealth drag bars have clean lines to complement the company's famous concealed hand-control system. The customer now has the choice between Dakota Digital's 3013 speedometer and their newest 3015 speedo/tach combination. The control system maintains all standard controls at your fingertips while concealing both fluid reservoirs, all the wiring loom, control cables and hydraulic lines. You may not be able to see any of the usual clutter of cables, wires and lines above the top fork clamp tree, but CCCS is quick to point out that everything is still easily accessible for maintenance.

The Stealth is the ultimate drag bar that gives you the cleanest look in the industry without having to sacrifice any functions.

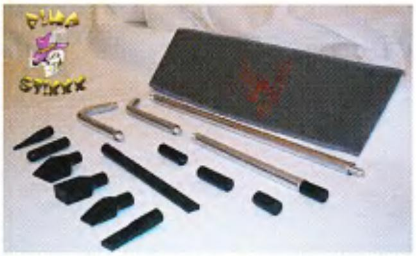
This patented (Patent #6,484,855 B1) system is made in the USA and ships assembled and ready to install. Call CCCS at 702-438-2129 or see them online at www.climaxcycle.com.

S&S divides and conquers with performance guides

In addition to a comprehensive 2004 dealer catalog, S&S Cycle Inc. has four new retail performance guides that focus on specific engine types. Individual performance guides for Harley-Davidson Twin Cams, big twin Evos, shovelheads, and Sportsters make it easier for bike owners to find the right kits for their rides, says S&S. Retail prices for all the listed components are included with the catalogs.

S&S Cycle also offers a racing performance guide that contains the full line of "racing only" parts ranging from special carburetors to complete 160-inch Pro Stock drag race engines.

S&S performance guides are available at the S&S semi display at all major bike events and from your local S&S Dealer. For more information call S&S at 608-627-2080 or go to www.sscycle.com.



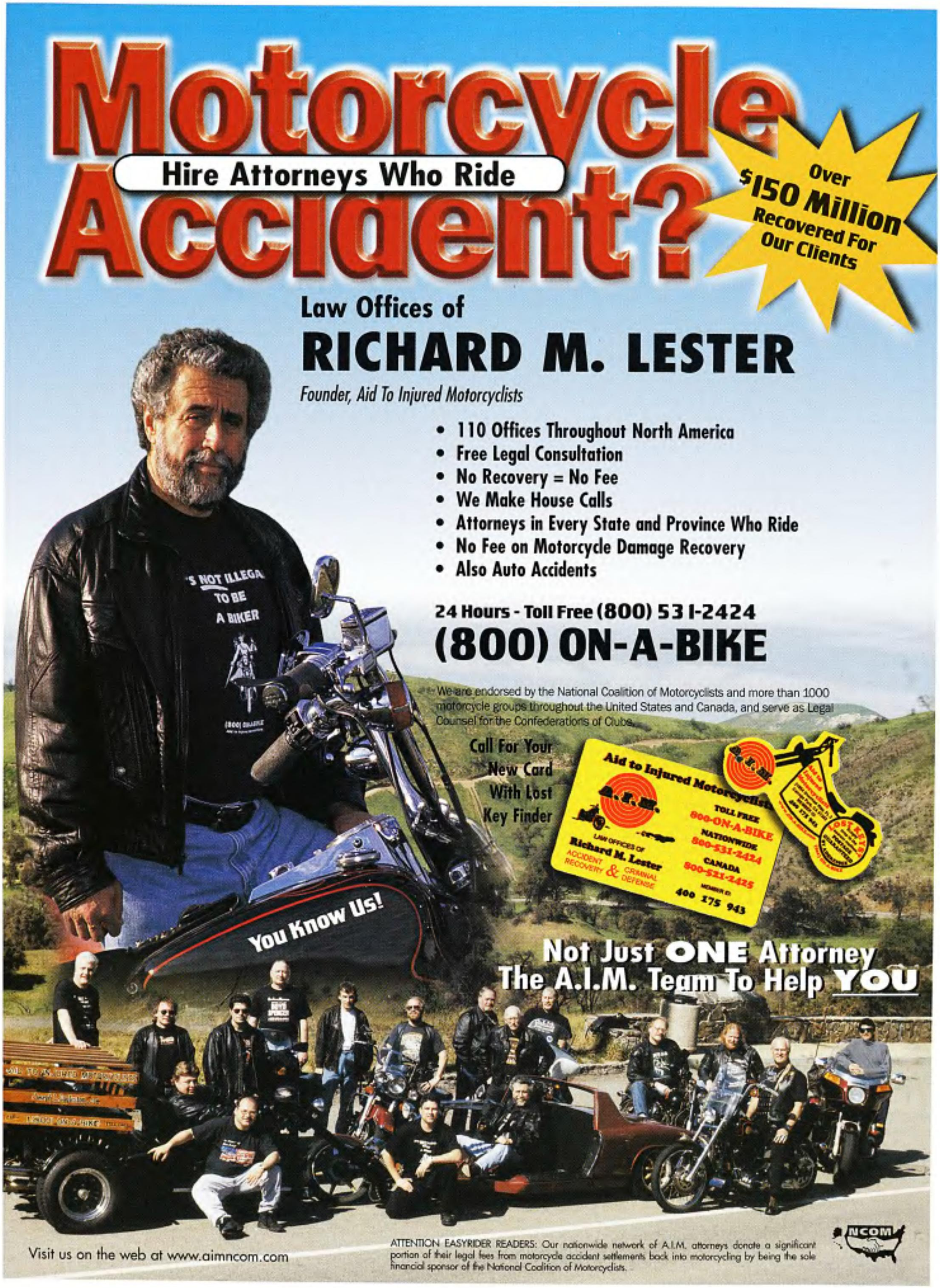
Pimp Stixxx detailing component system

Pimp Stixxx is a patent-pending detailing technology, utilizing a series of various straight and angled component handles and seven component cleaning heads, to help clean tight, hard-to-get areas that cannot easily be reached using conventional tools or by hand.

The head cleaner was designed to clean between the cooling fins of the heads, but will bend 180 degrees to either side and snap back to retain it's original shape. It's ideal for flexing around valve lifters, behind the oil filter, and around the starter and transmission. The cone/pick head is designed to get into and around bolts. Pimp Stixxx components are safe to use on chrome, billet aluminum, powdercoating, and painted surfaces provided they are used as directed.

Each kit includes four component handles, seven component heads, a tool pouch and a rag.

Visit Pimpstixxx.com for more information, or call 888-524-0351.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NCOM

SONCY ROAD CATCHES GOLD FEVER

el loco

Maybe he really is crazy after all these years. We just couldn't find a way to agree with Mark Warrick of Soncy Road Speed and Custom in Amarillo, Texas, when he told us that this cool little bobber isn't for everybody. We couldn't keep our imaginations from straddling the seat of their newest specialty bike and crankin' out a putt over to the old waterin' hole for a couple of sarsaparilla's. We don't really know what's bothering them. Guessing from the color Mark sprayed it, the Soncy Road boys have all come down with a case of "gold fever."

Actually, Mark told us that keeping track of this scoot's many one-of-a-kind parts nearly pushed them all over the edge, which is precisely how the bike earned it's nickname, "El Loco." At first, Mark told us he was answering more questions about their El Loco bobber from hot rod gear heads than from his bike riding regular's, but we gotta be honest. The show ain't over after you've seen El Loco pass by the first time.... In fact, don't miss a second and third look if you want to see the elevated levels of design, planning and workmanship that sets Soncy Road Speed and Custom apart from the others.

Yep, there are a lot of one-off parts on El Loco, like the seat pan, oil tank, air cleaner, and primary cover which were all hand wrought by

Mark Shoemaker from sheets of 3-003 billet aluminum. The taillight that Mark made from a 1934 Ford cowl light is as retro-cool as it gets. With a billet bezel

and LED lamp, Mark W. topped it off with an antique glass lens he scored at a swap meet.

Many of the parts on this bike were chromed, polished, nickel plated, then brushed for that "champagne glaze." Some of these special parts have found their way to production, like these "pit cooler" handlebars. They get their name because when you ride with a set of 'em on your scoot, it keeps yer "pits" cool. Look for them on the Internet at www.paulyaffecustoms.com.

Soncy Road Speed and Custom is home base for some of the most respectable rods and rides since 1985. If you are talkin' four-wheeled toys, they won the prestigious SEMA GM design award by accident. They are just that good!

Mark and the crew are just finishing a special project for GM where they built an over-the-top version of a Baja-ready Saturn Vue. They started seriously messing around with motor scooters in 1991, and almost from the beginning, Soncy Road Speed and Custom found their way onto the low-profile lists of nearly every high-profile custom bike builder around.

Soncy Road is not afraid of what other builders call uncharted territory, and you can tell from the uniqueness of their bikes. When you walk into the shop, you will see as many as nine bikes in various states of consciousness, but even if you look extremely close, you can't really tell that all of them came from the same place. The bikes are that different, but are the guys really that crazy? We're waiting to see what they come up with next.

—Cheesey Rider

Owner: ....Dan Lozon
City: ....Camarillo, California

General
Fabrication:......Soncy Road Speed and Custom
Year/make: ....2002 Custom
Model: .... bobber
Assembly: ....Soncy Road
Time: ....2 years
Chroming: ....Sherms

Engine
Year: ....2000 S&S
Rebuilder: ....Amarillo Cycle
Displacement:........96 cubic inches
Cam: ....S&S
Carb: ....S&S
Pipes: ....Soncy Road

Transmission
Year/make: 2000/JIMS 6-speed

Painting
Molding: ....Soncy Road
Painter: ....Soncy Road
Color: ....Kandy pagan gold
Type: ....House of Kolor
Special paint: ....Soncy Road

Frame
Year/make: ....1995 Atlas
Type: ....hidden shock
Rake: ....36 degrees
Stretch: ....2 inches
Shocks: ....Work's
Modifications:..............Soncy Road

Accessories
Handlebars: ....Soncy Road
Risers:..............Soncy Road Speed
Handlebar controls: ....Soncy Road
Fenders: ....Soncy Road
Headlight: ....Soncy Road
Taillight: ....Soncy Road
Pegs: ....Soncy Road
Foot controls:..............Soncy Road
Gas tank: ....D&D
Oil tank: ....Soncy Road
Seat: ....Soncy Road
Mirrors: ....none
Grips: ....Soncy Road

Front end
Type: ....springer, 4 inches under
Builder: ......Soncy Road, Paughco

Wheels
Make: ....Soncy Road
Hub: ....Soncy Road
Size: ....18 x 5.5 rear, 21-inch front
Tires: ....Metzeler
Brakes: ..Leo's Custom Cycle, rear/ Soncy Road, Performance Machine, front

Special Thanks: ....
Andy Funderburk, and Aaron Hollan for riding shotgun. Mark Shoemaker sheet metal, Eddie Gonzolas for burning the midnight oil. Sherm's, Leo Diorio helped with the pulley brake. Amarillo Steel Fabrication for pulling midnight machinist duty. Lyndon and A.C. from Amarillo Cycle.

Photos: ....Michael Lichter

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Happenings

ARIZONA

MDA Benefit Blast
Date: Jul. 4
Place: Phoenix
Info: 480-905-1903

White Mts. MC Race
Date: Jul. 10
Place: Show Low
Info: 928-537-5151
Info: www.mma-az.org

Biker's Brunch Blowout
Date: Jul. 13
Place: Phoenix
Info: 480-970-6556
sugardaddysaz.com

Christmas in July
Date: Jul. 17
Place: Sierra Vista
Info: 520-458-3002

Great Escape Rally
Date: Jul. 16-17
Place: Williams
Info: 928-758-5699
desertroadriders.com

Too Broke For Sturgis
Date: Jul. 23-25
Place: Morman Lake
Info: 602-843-2906

CALIFORNIA

Mean Mountain Run
Date: Jun. 25-27
Place: Mammoth Lakes
Info: 800-200-4557
www.road-shows.com

Cycle Show/Swap Meet
Date: Jun. 27
Place: Long Beach
Info: 714-557-1846
www.toppingevents.com

Independence Rally
Date: Jul. 2-4
Place: Hollister
Info: 831-634-0777
www.hollisterrally.com

57th Anniv. Poker Run
Date: Jul. 3
Place: Hollister
Info: 831-630-0284;
831-636-0880
www.tophatters-mc.com

Calendar Bike Show
Date: Jul. 17-18
Place: Queen Mary
Info: 562-435-3511
www.FastDates.com

Cycle Show/Swap Meet
Date: Jul. 25
Place: Long Beach
Info: 714-557-1846
www.toppingevents.com

COLORADO

Pike's Peak Hill Climb
Date: Jun. 23-27
Place: Colorado Springs
Info: 719-685-4400
www.ppihc.com

Ride for Kids
Date: Jun. 27
Place: Denver
Info: 800-253-6530
www.ride4kids.org

Rocky Mountain Thunder Rally
Date: Jul. 2-4
Place: Pueblo
Info: 719-564-2328
www.rmthunder.com

Ride For Life
Date: Jul. 4
Place: Westminister
Info: 303-882-7350
www.yellowribbon.org

State HOG Rally
Date: Jul. 8-10
Place: Greeley
Info: 860-561-4783
ctstatehograllly.com

Rodeo Parade
Date: Jul. 10
Place: ABATE Dist. 11
Info: 719-395-0360

Rally on the Rio
Date: Jul. 17
Place: Del Norte
Info: 800-687-7747

CONNECTICUT

Super Cycle Sunday
Date: Jul. 11
Place: Danbury
Info: 800-243-2511

Pratt & Whitney United Way Poker Run
Date: Jul. 17
Place: East Hartford
Info: 860-565-3054

FLORIDA

Motorcycles & Miracles
Date: Jun. 26
Place: Jacksonville
Info: 904-202-2760
www.cmnjax.com

GEORGIA

Atlanta M/C Expo
Date: Jul. 10-11
Place: Atlanta
Info: 706-592-4347

Swap Meet/ Bike Show
Date: Jul. 25
Place: Atlanta
Info: 404-294-8900

HAWAII

Choppers Only Run & Show
Date: Jul. 4
Place: Honolulu
Info: 808-330-2919
www.choppersonly hawaii.com

IDAHO

State HOG Rally
Date: Jun. 25-26
Place: Wallace
Info: 208-939-6217
www.idstatehograllly.com

Triangle Gathering
Date: Jun. 25-27
Place: Lewiston
Info: 208-746-3530

ILLINOIS

Ride for Kids
Date: Jul. 18
Place: Chicago
Info: 800-253-6530
www.ride4kids.org

Motorcycle Parts Extravaganza
Date: Jul. 25
Place:Belleville
Info: 217-864-9540
bg-promotions.com

INDIANA

USCA Nat. Sidecar Rally
Date: Jun. 24-27
Place: Bean Blossom
Info: 317-247-1851
www.sidecar.com

Ride for Kids
Date: Jul. 11
Place: Indianapolis
Info: 800-253-6530
www.ride4kids.org

Indiana Boogie
Date: Jul. 16-18
Place: Bloomington
Info: 800-23-ABATE
abateofindiana.org

IOWA

Annual Freedom Rally
Date: Jul. 2-4
Place: ABATE, Algonia
Info: 641-858-5001;
abateiowa.org

State HOG Rally
Date: Jul. 23-25
Place: Pella
iastatehograllly.com

Pre-Sturgis Party
Date: Jul. 24-25
Place: Avoca
Info: 402-734-7646;
402-740-0109

KANSAS

XL-List KC Run/Rally
Date: Jun. 24-26
Place: Kansas City
xlrator.com/Run-Rally

KENTUCKY

Sam Swope Road Rally
Date: Jun. 27
Place: Louisville
Info: 502-773-4232
www.samswoperally.com

Little Sturgis Rally
Date: Jul. 15-18
Place: Sturgis
Info: 270-333-9316
littlesturgisrally.net

MAINE

Field Day
Date: Jul. 3
Place: UBM, Piscataquis
Info: Al 207-943-5108

Athen's Field Day
Date: Jul. 3
Place: UBM Somerset
Info: 207-696-3731

Mystery Ride
Date: Jul. 10
Place: UBM Cumberland
Info: Bill 207-767-1800

Poker Run
Date: Jul. 10-11
Place: UBM, Kennebec
Info: Ron 207-872-2071

Mystery Ride
Date: Jul. 11
Place: UBM, Androscoggin
Info: Dave 207-783-7202

Mystery Tour
Date: Jul. 11
Place: UBM, Hancock
Info: Rich 207-664-0949

State HOG Rally
Date: Jul. 15-17
Place: Ellsworth
Info: 207-582-6098
www.mestatehograllly.com

Downed-Biker Ride
Date: Jul. 17
Place: UBM, Sagadahoc
Info: Mac 207-882-9301

Poker Run
Date: Jul. 17
Place: UBM, Waldo
Info: Gary 207-323-1925

Owls Head Poker Run
Date: Jul. 18
Place: Knox
Info: John 207-273-3483

Bike & Car Show
Date: Jul. 18
Place: UBM, Penobscot
Info: Jay 207-945-3489

Ft. Knox Run
Date: Jul. 18
Place: UBM Piscataquis
Info: Al 207-943-5108

Elk's Day for MCCP
Date: Jul. 24
Place: UBM, Franklin
Info: Butch 207-562-9017

Ladies 45 Ride
Date: Jul. 24
Place: UBM, Kennebec
Info: 207-465-3480

Bike Show & Rodeo
Date: Jul. 24
Place: UBM, Lincoln
Info: Bill 207-633-6720

Toast of Life Poker Run
Date: Jul. 25
Place: UBM, Oxford
Info: Nick 207-364-8665

Scenic Poker Run
Date: Jul. 31
Place: UBM, Hancock
Info: 207-469-3607

MARYLAND

Baddass Run
Date: Jun. 26
Place: White Plains
Info: 301-893-2900
www.fireupthundrout.com

MASSACHUSETTS

Ride For Molly Bish
Date: Jun. 27
Place: East Brookfield
Info: 508-867-5660
www.mollybish.org

Big Backyard Biker Bash
Date: Jul. 9-11
Place: West Otis
Info: 413-269-4695

IBF Steak and Bake
Date: Jul. 7
Place: New Bedford
independentbikers.com

Bobby's Run
Date: Jul. 18
Place: Revere
Info: 617-387-2363
www.thecovelounge.com

MICHIGAN

Sandy Corley Mem. Run
Date: Jun. 19-20
Place: Fremont
Info: 231-924-3020
sandysharley-davidson.com

Ross Johnson Memorial Run
Date: Jul. 31
Place: Muskegon
Info: 231-689-0774

MINNESOTA

March of Dimes Ride
Date: Jun. 19
Place: Zylstra Harley-Davidson, Elk River
Info: 763-241-2000
www.zylstrahd.com

Minnesota State HOG Rally
Date: Jun. 25-27
Place: Rice County Fairgrounds, Faribault
Info: 507-271-9972
mnstatehograllly.com

Wolf's Head Rally
Date: Jul. 10-18
Place: Two Harbors
Info: 218-384-9936
wolfsheadrally.com

Rumble to Revys Motorcycle Rally
Date: Jul. 30-31
Place: Atwater
Info: 320-974-3666
rumbletorevys.com

MISSISSIPPI

Viet Vets Freedom Rally
Date: June 25-27
Place: Near Oxford
Info: 662-412-2114
662-234-0953

M/C Rally and Concert
Date: Jul. 3-4
Place: Port Gibson
Info: 601-437- 3461
clairbornecountyport.com

MISSOURI

ABATE Spring Fling
Date: Jun. 18-20
Place: Chillicothe
Info: 816-632-1563
www.forr.net

Janey's Over The Next Hill Ride
Date: Jun. 27
Place: Liberty
OverTheNextHill.com

David Mann Benefit
Date: Jul. 17
Place: Kansas City
Info: 660-221-2298

Rolla Rally
Date: Jul. 23-25
Place: Fair Grounds
Info: 573-364-1213
www.rollarally.com

Breaking the Cycle
Biker Ride
Date: Jul. 25
Place: Kansas City
816-474-6446 ext. 223
newhouseshelter.org

MONTANA

Beartooth Rally
Date: Jul. 16-18
Place: Red Lodge
Info: 888-827-2663
www.redlodge.com/
beartoothharley

State HOG Rally
Date: Jul. 29-31
Place: Butte
Info: www.mtstate
hogrally.com

NEBRASKA

Kim Janda Benefit
Poker Run & Pig Roast
Date: June 26
Place: Lawrence
Info: 402-756-7087
402-756-7059

NEVADA

Elko Motorcycle
Jamboree
Date: Jun. 18-20
Place: Elko
Info: 775-744-4570
www.elkomotorcycle
jamboree.com

NEW JERSEY

Miracle Run
Date: Jul. 25
Place: Old Bridge
Info: 201-991-9170

NEW MEXICO

Fire and Ice Bike Rally
Date: Jul. 16-18
Place: Grants
Info: 800-550-3573
fireandicebikerally.com

NEW YORK

Easyriders M/C Rodeo
Date: Jul. 2-4
Place: Orange County
Fairgrounds,
Middletown
Call 800-962-9857
easyridersevents.com

Freedom Ride
Date: Jul. 2-4
Place: Cambria
Info: 716-940-2636;
abate.wolfcrews.com

Niagara Thunder Rally
Date: Jul. 7-10
Place: Niagara Falls
Info: 1-866-Thunder
niagarathunder.com

Ride for Kids
Date: Jul. 18
Place: Utica
Info: 800- 253-6530
www.ride4kids.org

Old Bike Day
Date: Jul. 18
Place: Lockport
Info: 718-284-2261

NORTH CAROLINA

Smoke Out
Date: Jun. 25-26
Place: Rowan County
Fairgrounds, Salisbury
Info: 803-269-9699

Hot Springs
Motorcycle Rally
Date: Jun. 25-27
Place: Hot Springs
Info: 828-683-3734
www.cba-abatenc.org

Big Azz Ride
Date: Jun. 26-27
Place: Raleigh
Info: 919-359-8986
www.bigazzride.com

Blues Memorial Run
Date: Jul. 31
Place: CBA/ABATE
www.cba.xaranda.net

OHIO

Slow Joe's Bike Show
Date: Jun. 18
Place: Perry County Fair
Grounds, New
Lexington
Info: 740-342-3885

ABATE June Jam
Date: Jun. 25-27
Place: The Woods at
Kaeppner Place, Logan
Info: 800-25-BIKER
www.abate.com

Justin's Run For Hope
Date: Jul. 9-11
Place: Caledonia
Info: 740-726-2292

ABATE Biker Bash
Date: Jul. 16-18
Place: Bear Creek
Amphitheater,
East Sparta
Info: 330-815-0275
geocities.com/abatezero

Crazy Horse
Memorial Run
Date: Jul. 17
Place: Indian
Motorcycle, Weston
Info: 419-669-4709
indianmcweston.com

Vietnam Vets Show/Run
Date: Jul. 24-25
Place: Zanesville
Info: 740-454-5184
www.SEOBIKERS.COM

Honda Homecoming
Date: Jul. 29-31
Place: Marysville
Info: 800-846-0422
www.ohio.honda.com

All Bike Rally
Date: Jul. 29-31
Place: Marysville
Info: 877-473-4314
www.unioncounty.org

Ride for Kids
Date: Jul. 31
Place: Marysville
Info: 800-253-6530
www.ride4kids.org

OKLAHOMA

Sparks America
June Bike Run
Date: Jun. 24-27
Place: Sparks
sparksamerica.com

Running of the Rats
Date: Jul. 17
Place: Enid
ironlivergoons.com

Freedom Rally
Date: Jul. 30-Aug. 1
Place: Castle
Info: 918-668-3350
deepforkfreedomrally.com

OREGON

Bend Bikefest
Date: Jun. 23-27
Place: Bend
Info: 425-513-6815
www.bendbikefest.com

Around Saddle
Mountain Poker Run
Date: Jun. 26
Place: North Coast
Info: 503-325-2823

Willamette Valley
4th of July Social
Date: Jul. 4
Place: Eugene
Info: 541-688-4268

Run 21
Date: Jul. 23-25
Place: Birkenfeld
Info: 503-760-9015

Coos River Run
Date: Jul. 30-Aug. 1
Place: Coos Bay
Info: 541-759-2388
southcoastabate.org

Wash. County Pig Roast
Date: Jul. 31
Place: Hillsboro
Info: 503-646-2060

PENNSYLVANIA

Mid-Atlantic Women's
MC Rally
Date: Jun. 24-26
Place: Gettysburg
Info: www.mawmr.com

Annual Soldiers &
Sailors Dice Run
Date: Jun. 26
Place: Legion Post 103,
St. Mary's
Info: 814-834-6670

Gettysburg Bike Week
Date: Jul. 8-11
Place: Gettysburg
Info: 717-624-8499
gettysburgbikeweek.com

Kids Peace Toy Run
Date: Jul. 17
Place: Leisure Lakes
Independent Bikers PA
Info: 570-223-9934

Summer Bike Fest
Date: Jul. 23-25
Place: Carlisle
Fairgrounds
Info: 717-243-7855
carsatcarlisle.com

Easyriders M/C Rodeo
Date: Jul. 23-25
Place: Prospect
Info: 800-962-9857
easyridersevents.com

90th Anniversary Bash
Date: Jul. 23-24
Place: Reading MC,
Oley
Info: 610-987-6422
www.readingmc.com

Annual Philly Bikefest
Date: Jul. 31
Place: National Guard
Armory, Philadelphia
Info: 215-673-9005
www.philasport
bikersincwamp.com

RHODE ISLAND

Hogs and Hot Rods
Date: Jul. 24
Place: Warwick
Info: 401-781-6866
www.oceanstatehd.co

SOUTH DAKOTA

Ladies Dice Run
Date: Jul. 17
Place: Sturgis H-D
Info: JuliG.tripod.com

TENNESSEE

Ride for Kids
Date: Jun. 26
Place: Knoxville
Info: 800-253-6530
www.ride4kids.org

Breast Cancer Rally
Date: Jul. 31
Place: Shady Valley
chicsrally.tripod.com

TEXAS

Boozefighters Pig Party
Date: Jun. 25-27
Place: Old Bowie Lake,
Bowie
Info: 940-872-2881;
940-873-6409

Wing Ding
Date: Jul. 4-8
Place: Grapevine
www.wing-ding.org

Annual Wet N Wild
Date: Jul.16-18
Place: West Tawakoni
City Park
Info: 903-447-3527
wetnwildrally.com

UTAH

State HOG Rally
Date: Jun. 24-26
Place: Panguitch
Info: www.utstate
hogrally.com

Thunder on the
Mountain
Date: Jul. 16-17
Place: Brian Head
Info: 800-518-2357

VIRGINIA

State HOG Rally
Date: Jun. 24-26
Place: Chesapeake
Info: 757-471-3669
vastatehogrally.com

WASHINGTON

DOCS Foundation
Ride & Cure
Date: Jul. 11
Place: Woodinville
Info: 425-478-6988
docsfoundation.org

Disabled Veterans Ride
Date: Jul. 18
Vets Ctr, Port Angeles
Info: 360-452-7586
81x.com/TMPro/Home
PageMotorcycleEvents

Sun and Surf Run
Date: Jul. 23-25
Place: Ocean Shores
Info: www.sunand-
surfrun.com

WEST VIRGINIA

International Ride In
Date: Jul. 6-8
Place: Caanan Valley
womenonwheels.org

Snowshoe Freedom
Fest Rally
Date: Jul. 20-25
Place: Snowshoe
Mountain Resort
Info: 304-572-5634;
www.snowshoefree-
domfest.com

WISCONSIN

Eagle Riders Run
Date: Jun. 25-27
Place: Eagle River
Info: 715-477-2058

Annual Black
River Rumble
Date: Jun. 25-27
Place: Black River Falls
Info: 888-345-CAMP
www.ncn-north.com

Summer Kick Off Party
Date: Jun. 26
Place: Fish Bowl Bar,
Danbury
Info: 715-374-3777

Milwaukee Rally
Date: Jul. 29-Aug. 1
Place: Milwaukee Mile
Info: 414-276-9080
www.milwaukeerally.co

Poker Ride
For Juvenile Diabetes
Date: Jul. 31
Place: Heritage
Motorsports,
Pardeeville
Info: 608-429-9228

WYOMING

Chick's Run
Date: Jun. 18-20
Place: Casper to
Sheridan
www.chicksrun.com

State HOG Rally
Date: Jul. 9-10
Place: Sheridan
Info: 307-632-5900
wystatehogrally.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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#35-66 Rail Grips $11.95
#19-136 Fender $21.95
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#117-35 Billet Front End for FXST $679.95 kit
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#85-183 200 Series Wide Rigid Frame $639.95 ea.
200 Series Wide Softail® Style Frame $949.95 ea
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#29-78 5 Degree Rake Triple Tree $199.00 Also Available 7 Degree Rake
#50-1 1.25" Dia. Mammoth Bars $64.95
#76-605 Solo Seat for Strutless Fender $144.95
BASTARD Front End #117-105 $794.95
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Chrome Horse® Billet Forward Controls For Big Twin #47-280 Polished $294.95 #47-281 Chrome $424.95
2-Lite Dash Kits #57-103 1:1 Ratio $84.95 kit #57-101 2:1 Ratio $88.95 kit
#90-675 Chrome Horse® II Billet Aluminum 4 Piston Caliper Assy. $189.95 kit
#117-50 Polished Fork Tube Assy. FXSTC, Dyna®, FLSTC & FLSTF $269.95 pr.
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#47-256 Handlebar Control Kit $129.95
#36-332 80 Spoke Wheel $169.95 ea.
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Easynews

If it's of interest to bikers, we'll print it.

Hall of Fame

"Little" Jimmy Rouse

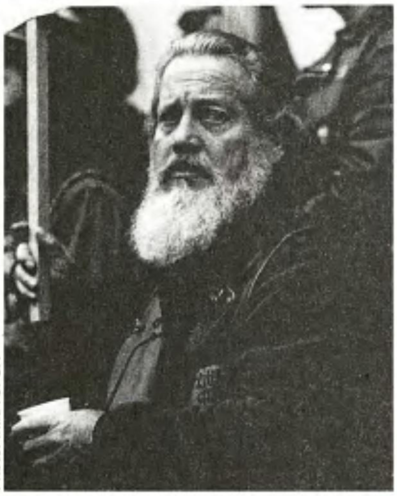


Photo: MMA of CA

It's been just about a year now since "Little" Jimmy Rouse, former business manager for California's Modified Motorcycle Association (MMA), set off on his final ride. They say that time heals all wounds. They must have been talking about cuts, bruises, or any physical wounds one might endure, because no time could heal the wound caused by the loss of a dear friend.

If you knew Little Jimmy (let me rephrase that), if you didn't know Little Jimmy, you didn't know a man that was truly a man of the world. He was a friend, a father, an uncle, and brother…he was a counselor, a therapist, and man like no other. He played Santa at Christmas in front on the sleigh. It was better than the phone tag he played everyday. He was caring and generous, thoughtful and kind. He'd never let anyone get left behind. He was quick to be fair with all those around. A man with such qualities is hard to be found. I'd like to close with a poem written for his services:

There was a man and he had his own idea of fun.
He'd straddle that big bike of his and head out on a run.
He didn't care how long the ride, sometimes the long were better.
He didn't care rain or shine, in rain he just got wetter.
This time the journey is his alone, with God to watch him ride.
And we are left with memories of a man so full of pride.
We must vision him a happy man his pain's no longer showing.
And find comfort in the thought, our love he left here knowing.
God has asked him on a ride, as selfish as it seems.
But you can bet from time to time, we'll see him in our dreams.

It won't be easy to fill his shoes. (My feet are not quite as big.)

—*William Pete Smirl,*
Business Manager,
Modified Motorcycle Association (MMA)

Industry News

HALLS OF FAME ANNOUNCE MERGER

The Motorcycle Hall of Fame Museum, located in Pickerington, Ohio, and the National Motorcycle Museum & Hall of Fame, located in Anamosa, Iowa, recently signed a "memo of understanding" to pursue a merger of their respective hall-of-fame inductees and procedures into a unified entity under the banner of the current Motorcycle Hall of Fame Museum. Both museums would otherwise retain their individual identities and continue their operations and management.

The joint announcement was made in Daytona Beach, Florida, during Bike Week by John Parham, president of the National Motorcycle Museum's Board of Directors, and Mark Mendell, chairman of the Motorcycle Hall of Fame Board of Directors.

For more information, contact Mark Mederski, of the Motorcycle Hall of Fame Museum (Pickerington) at 614-856-2222; or Maria Tuttle, of the National Motorcycle Museum (Anamosa) at 319-462-3925.

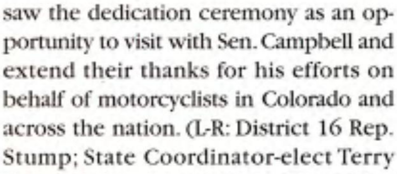
Political Art

Nighthorse On The Mesa

Recently, U.S. Senator Ben Nighthorse Campbell dedicated an approximately 12-foot-tall bronze sculpture-likeness of a Cheyenne Indian by Cody, Wyoming, artist Jeff Rudolph. The likeness portrays a Cheyenne warrior/chieftain in full headdress, with lance, and is facially patterned after the likeness of the good Senator. The Cheyenne were indigenous to the area.

The statue was designed in gratitude for Sen. Campbell's efforts and contributions on behalf of the people of Colorado. ABATE of Colorado members saw the dedication ceremony as an opportunity to visit with Sen. Campbell and extend their thanks for his efforts on behalf of motorcyclists in Colorado and across the nation. (L-R: District 16 Rep. Stump; State Coordinator-elect Terry Howard; Sen. Campbell; and District 5 member Dave Christy).

Once again my sincere thanks to Terry Howard, state coordinator-elect for passing along this information including an excellent photo *(below)*. —*Twiggy*



CORRECTION

Bikefest Web Site

In our April 2004 issue (No. 370) on Page 68 in the "Las Vegas Bikefest" story, the Web site should have been listed as www.lasvegasbikefest.com. Check it out!

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VQ AND QUICK THROTTLE
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1995	5	6	7	8
1996		10	11	

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1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30		32			

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1995				2	3	4
1996	5	6	7	8	9	10
1997	11	12	13	14	15	16
1998	17	18	19			22
1999	23			26		
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JULY 17, 2004 Event

David Mann Benefit

In case someone out there doesn't know who David Mann is, he's the man that's givin' us righteous, true-life biker paintings in *Easyriders* and *Biker* magazines since the early-'70s. David's artistic talent was first recognized by Ed "Big Daddy" Roth in the '60s, and the rest is history.

A few years ago David and his wife, Jacquie, moved back to Kansas City from California, opting for a little bit slower and easier life. They bought a small house, but about the time the Golden Years were to start being kind, David's health went bad. He's got staggering hospital bills and of course a mortgage to pay. We can all help him by attending the David Mann Benefit on July 17 of this year; information is included at the bottom of this article on how you can help even if you can't attend the Benefit.

Ralph Rhoades and many of David's friends are sponsoring a huge benefit at Kansas City International Raceway, 8201 Noland Road, Kansas City, Missouri, with all proceeds going to David. There'll be some great musical entertainment provided by Bad Company's former lead singer Brian Howe, a Kiss Tribute Band, and a ZZ Top Tribute Band. There will be World League Wrestling, a King Harley race, Midwest Stunters, fireworks, bikini contest, bike show, field events, vendors, food, beverages and much, much more. You must be 21 to participate.

Overnight primitive camping will be available and you can procure local lodging info at www.wideopencycle.com.

Advance tickets run $30 and at the gate $35; $50 VIP passes are also available. The gates open at 10 a.m. on Saturday, July 17. If you can't make David's benefit but still want to help, you can send a donation of $50 or more, and they'll send you an official David Mann benefit shirt. Make checks payable to David Mann, Rt. 1, Box 328A, Edwards, MO 65326. For more benefit information and sponsor/vendor info please call 573-347-2737.

—Dean Shawler

Racing News

AHDRA NAMES SCREAMIN' EAGLE PERFORMANCE PARTS 2004 CHAMPIONSHIP SERIES SPONSOR

The All Harley Drag Racing Association (AHDRA) opened its season March 1, 2004, by announcing that Screamin' Eagle Performance Parts is the 2004 Championship Series sponsor at a press conference held by Harley-Davidson in Daytona, Florida.

Entering its 27th season in 2004, AHDRA will host 14 races with 250 to 350 entries at each event. Eight AHDRA events are scheduled to be televised on ESPN2.

AHDRA President Craig Tharpe says the series sponsorship with Screamin' Eagle is an asset to AHDRA and the sport. "The exposure Harley-Davidson gives to AHDRA and drag racing through their Screamin' Eagle marketing and media materials is tremendous," he said. "We are very proud to have this new association with Screamin' Eagle Performance Parts and we will continue to work together to grow the sport of motorcycle drag racing for both the racers and the fan base."

Screamin' Eagle will sponsor four AHDRA race classes in 2004:

(1) Screamin' Eagle Nitro Harley features Harley-inspired 45- and 90-degree V-twin engines fueled by nitro and reaching speeds in excess of 200 mph in six seconds.

(2) Screamin' Eagle Performance (SEP) is a class that allows extensive modification of street-legal or nonstreet-legal Harley-Davidson motorcycles which must use Screamin' Eagle Performance Parts and display Screamin' Eagle Performance Parts decals.

(3) The V-Rod class is a series that only allows only 60-degree, liquid-cooled, overhead-cam, V-Twin-powered motorcycles. This class restricts many major modifications and runs a 0.4-second pro tree light.

(4) SYN3 E.T. (Elapsed Time) class allows extensive modification of street-legal or nonstreet-legal single- or twin-cylinder motorcycles, with a focus on consistent elapsed-time performance.

Screamin' Eagle will also post a $15,000 purse for the AHDRA Screamin' Eagle Shootout, a special event open to any Harley-Davidson motorcycle, held in conjunction with the JIMS Las Vegas Nationals, Oct. 22-24, in Las Vegas.

Visit www.harley-davidson.com or www.ahdra.com for more information.

—Hawg Dawg

Motorcycling Skills

Harley Training Course

Rider's Edge, the Harley-Davidson Academy of Motorcycling, recently introduced a new course aimed at further developing the riding skills of current motorcyclists. The Rider's Edge Skilled Rider Course offers motorcyclists additional training and practice to give riders more confidence and make the riding experience more enjoyable.

"Every rider can benefit from additional training and development of riding skills," said Dave Koenings, Harley-Davidson director of Rider's Edge. "Whether you're an existing rider, a returning rider or a newer rider, the Skilled Rider Course gives all motorcyclists a way to improve riding skills in a controlled setting."

Several Harley-Davidson dealers, who currently offer the Rider's Edge New Rider Course, are preparing to offer the Skilled Rider Course starting this summer. Similar to the Rider's

CONTINUED ON NEXT PAGE

This Months Featured Store

Strokers of Dallas

9304 Harry Hines Blvd. Dallas, TX 75235
Tel: 214-357-0707 - Fax: 214-357-9363

Strokers of Dallas formerly Easyriders of Dallas continues to enjoy great sales of Easyriders Roadware. "Come by and see us when you're in Texas."

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RC's Roadhouse
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ARIZONA

Arizona Thunder Cycles
Scottsdale, AZ
(480) 990-8700

CALIFORNIA

Mad Dog Custom Cruisers
Agoura Hills, CA
(818) 706-3641

R&S Custom Cycles & Assoc.
Modesto, CA
(209) 538-4184

Sly Dog Leathers
Clovis, CA
(559) 324-7364

CONNECTICUT

Doc's Motorcycles
Waterbury, CT
(203) 757-0295

DELAWARE

2 Wheel Apparel
Dover, DE
(302) 698-3500

FLORIDA

Steve's O's Inc.
Jupiter, FL
(561) 748-1911

Outlaw Leather & Chrome
Ocala, FL
(352) 620-8044

American V-Twins
Orlando, FL
(407) 903-0058

O-Town Leather
Orlando, FL
(407) 648-4004

Classy Cycles
Panama City, FL
(850) 233-1391

Jim & Cindy's Biker Depot
Pinellas Park, FL
(727) 522-3588

GEORGIA

Hog Heaven
Columbus, GA
(706) 321-1755

Southern Thunder
McDonough, GA
(770) 914-6076

Low Country Customs
Savannah, GA
(912) 965-0505

IDAHO

Pocatello Cycle Supply
Pocatello, ID
(208) 233-3032

The Roadhouse
Post Falls, ID
(208) 457-1150

ILLINOIS

America's Open Road
Arlington Heights, IL
(847) 368-0900

Hot Bikes-Quincy
Quincy, IL
(217) 228-7433

Mike's Motorcycle Clothing Co.
Rockford, IL
(815) 227-0900

Kingston Outlaw Cycles
Vandalia, IL
(618) 283-4220

Murph's Biker Leather
Wheaton, IL
(630) 752-1122

IOWA

R&R Motorsports
Fort Dodge, IA
(515) 955-3444

Snowman's ABC's
Merrill, IA
(712) 938-2550

KANSAS

KC Creations
Overland, KS
(913) 642-3279

Bikers Edge Cycle & Leather
Wichita, KS
(417) 891-9998

MARYLAND

DC Cruisers
Gaithersburg, MD
(301) 721-4300

MICHIGAN

G&P Cycle Tire
Brooklyn, MI
(517) 467-4982

Freedom Cycles
Brownstown, MI
(734) 479-0522

Rocky's Great Outdoors
Burton, MI
(810) 742-5420

Bubba's Tri City Cycles
Linwood, MI
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Vandes Speed Shop
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Lee's Summit, MO
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Pat Clark Motorsports
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Thundern' Cycles
Watertown, NY
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NORTH CAROLINA

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Big Dog of Greensboro
Greensboro, NC
(336) 292-4262

Easy Eddie's
Huntersville, NC
(704) 875-2501

OHIO

Big Dog of Columbus
Columbus, OH
(614) 224-9400

Northeast Cycles
Conneaut, OH
(440) 599-1531

Cleveland Motorcycles
Warrensville Hgts., OH
(216) 332-0630

J.J.'s Custom Cycle
Wheelersburg, OH
(740) 574-8500

The Hawg Closet
Wooster, OH
(330) 263-7559

OKLAHOMA

Heavy Metal Custom Motorcycles
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Big Dog of Houston
Houston, TX
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Harley Training Course CONTINUED

Edge New Rider Course, the Skilled Rider Course uses the proven curriculum of the Motorcycle Safety Foundation's (MSF) Experienced Rider Course (ERC) suite. Additionally, all Skilled Rider Course instructors are MSF and Harley-Davidson certified.

"Harley-Davidson wants to help equip riders at every skill level for a safe riding experience," Koenings said. "Offering continued rider training is one of the steps the company has taken to accomplish that end."

The Rider's Edge Skilled Rider Course takes place in the dealership and at nearby range facilities, with class sizes ranging from six to 12 students. Lasting approximately seven hours, the course includes interactive exercises and plenty of riding practice.

To enroll in the course, riders must have access to a motorcycle to use for training, their own protective riding gear, such as a helmet and footwear and be able to demonstrate basic motorcycle control skills. Other requirements for enrollment vary by state. Students who complete the course will be issued MSF completion cards, and may be eligible for a discount on motorcycle insurance coverage, depending on their state of residence and insurance provider. The cost to participate in the Skilled Rider Course is determined by each participating dealership.

Rider's Edge, the Harley-Davidson Academy of Motorcycling, currently offers three training courses: the New Rider Course, the Skilled Rider Course and the Group Riding Course. For more information on Rider's Edge courses throughout the country, please visit www.ridersedge.com.

—Hawg Dawg

Industry News

S&S Expanding

Wisconsin's other V-twin maker, S&S Cycle, is purchasing 164,000 square feet of distribution, manufacturing and office space in La Crosse, Wisconsin, about 20 miles north of its current facility in Viola, according to an S&S news release in March. S&S can be contacted at 606-627-1497, or on the Web at ww.sscycle.com.

—Dileski

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San Diego

COLORADO
Thunder Mountain H-D
1303 SW Frontage Rd.
Ft. Collins

FLORIDA
Fletcher's H-D
17129 U.S. 19 North
Clearwater

H-D of Miami
19400 N.W. 2nd Ave.
Miami

Miller's Custom Parts
1863 S. Ridgewood Ave.
S. Daytona

Cycle Lab
1911 S. State Rd. #7
Ft. Lauderdale

KANSAS
Bikers Edge
Cycle & Leather
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Dave Frank M/C Sales
81 Bridge St.
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MISSOURI
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502 N. Ravine St. Suite B
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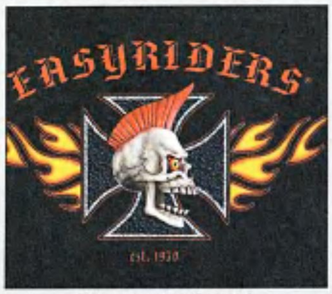

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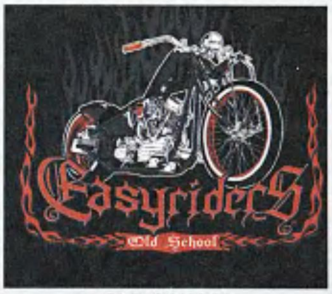

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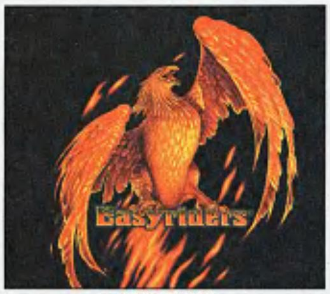

PHOENIX
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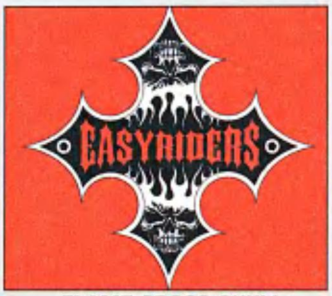

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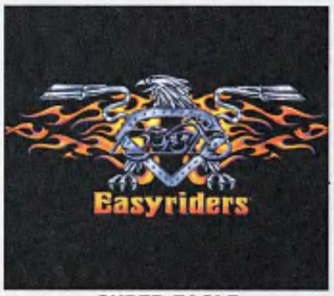

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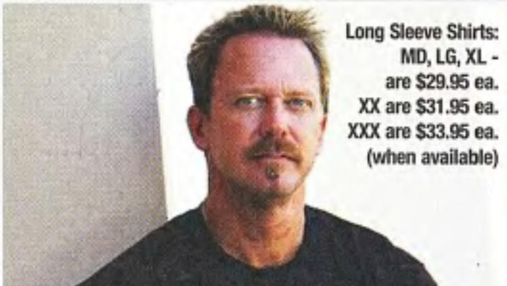

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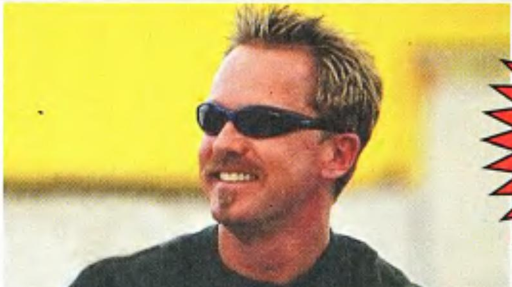

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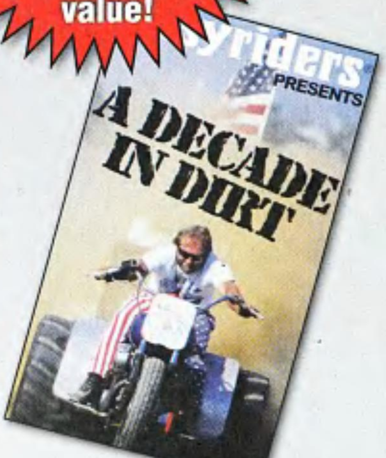

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National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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5ACE9

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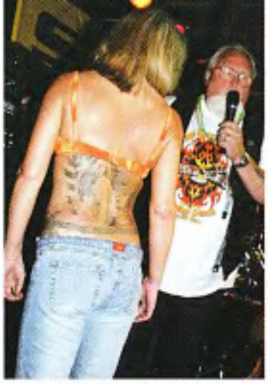
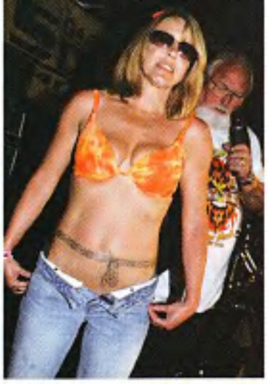
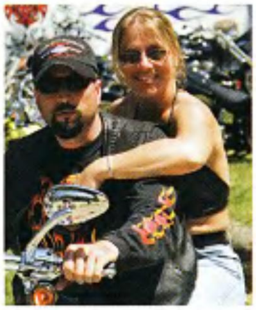
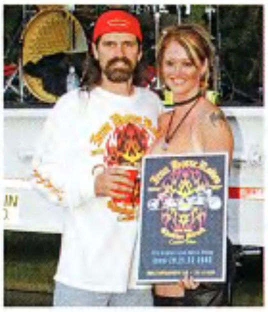
After hitting most of the major runs more than a few times in their various "states of tune" over the last few years, I decided to take a break from the massive crowds and bloated prices of the Big 5. I figured with a little research I could just hit the road and find some good ol' fashioned biker fun. The tramp in me was urging me to pull out the bedroll and find the open road. I had been feeling the urge all through the winter months. The exact place didn't matter, unless you consider freedom a destination. I wanted to merely follow the front wheel and hit the road to party with the brothers and sisters I knew I'd meet out there.

Not that hangin' with a half million bro's at Sturgis ain't fun and all, but open roads, fair prices and fresh scenery has a lure all its own. Victory Motorcycles had loaned me a V92 Custom for a summer of testing, so what better way to put



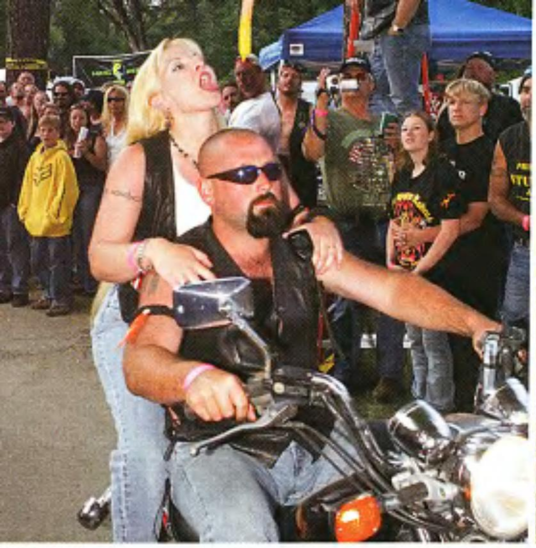






OREGON'S WILD IRON HORSE RODEO

ONE HELLUVA LAKESIDE PARTY



their motorcycle through its paces than wandering the diverse climes and roads of the Pacific Northwest.

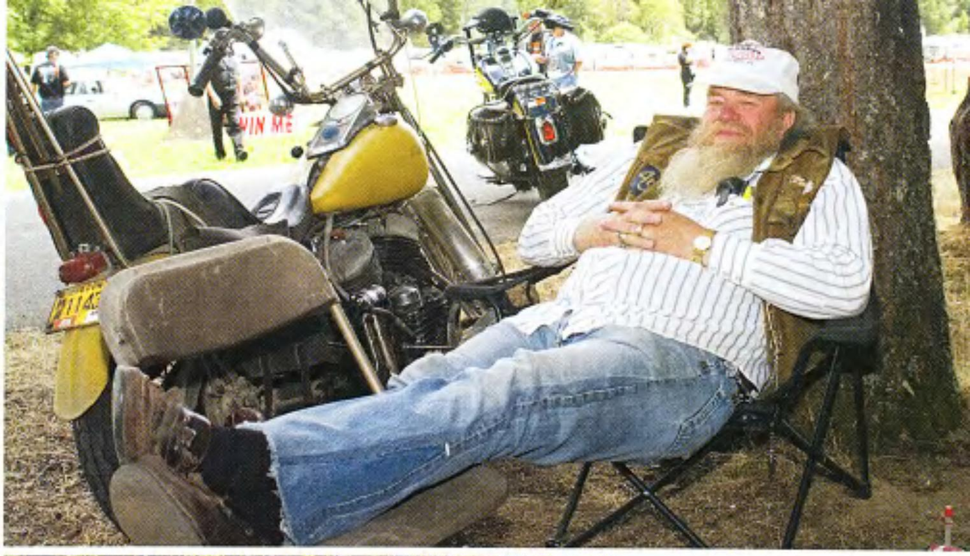
As luck had it, as I was surfin' the Net one day I happened across an old ridin' bro from my early days, online of all places. Not only did my ol'd bro Deacon live in the direction of my travels but he still had a scoot up, room for me to crash, and he informed me of a run nearby, The Iron Horse Rodeo, that seemed to have all the essential qualities I was looking for—bikes, bros, babes, beers, buds, buns, bike games, and a bike show—all set in a lush valley alongside Lake Selmac in southern Oregon, near Grant's Pass just off Hwy. 199. I contacted Earl, who runs the event, and he promised he'd save me a spot to pitch my tent since space is limited. So with that I was set to roll north through the Redwoods to the Rodeo and beyond.

Having managed to carve a couple of weeks of free time away from the *Easyriders* office complex, I knew my schedule wouldn't be hurried. I packed the Victory the night before and gave her the pre-trip once-over…shit like new brake pads and fresh oil was all she needed. She'd been bulletproof for the 8,000 miles I'd put on her so far, so this trip promised to be a great chance to relax and just enjoy the ride and stretch the bike's legs.

I chose the scenic path up the 101 from SoCal, working my way up to PCH, then on to Big Sur. I stopped at the Fernwood Lodge for lunch, a frosty pint of ale, and a rest among the Redwoods. I made great time up the coast so far, and after lunch among the red giants I turned the wheel north again and managed to slip through San Francisco after rush hour, later stopping to camp by the coast in Mendocino County.

I made it to Deacon's place on Thursday, where his lovely wife Jill fed us a late lunch after we had swapped lies for a while in the garage. We rode over to Lake Selmac to check in with Earl Holmes, the event's promoter, and get the lay of the land. The lakeside location was already abuzz that first evening as people were slowly puttin' the finishing touches on their campsites. Picture the Redwood Run, on a smaller scale with a more family atmosphere, and the same great Northwest vibe. Even Burlyman, local radio persona, was on hand to help with the festivities.

The days were filled with bike games to enter or watch and they ran the gamut from slow races, barrel races, Frisbee toss and the golf ball roll, to poker runs



in the incredible Oregon mountains. There's also a vendor's row with enough goodies to provide ya with a little shopping diversion and some essential supplies, but not so much as to be obtrusive. The Seattle Cossacks performed their animated feats for the crowd on Saturday afternoon, wowing kids and adults alike. All told, it's a very laid back vibe with the emphasis on fun.

Once the sun sets and the kids are safely in their tents, things get rockin' down by the stage. And while Friday night proved to be wilder than Saturday's crowd, the tattoo contest on Saturday night kept the biker's amused and, once again, the bands entertained the late-night revelers till the wee hours. I've gotta say that the friendly folks, great weather and incredible roads made this a trip I'll definitely make again, so if you're looking for a smaller, but happening party check the Iron Horse Rodeo out. One final point of note—bring your own suds, since there's none for sale on site. It's cheaper in the long run anyway.

On Sunday I said my good-byes early and pointed the wheel south for what proved to be an adventurous trip home. But that's another story for another day. Any questions on the Run call Earl at 541-471-9500 or check the Web site www.ironhorserodeo.com. *—Ken Ross*

Photos: Ken Ross

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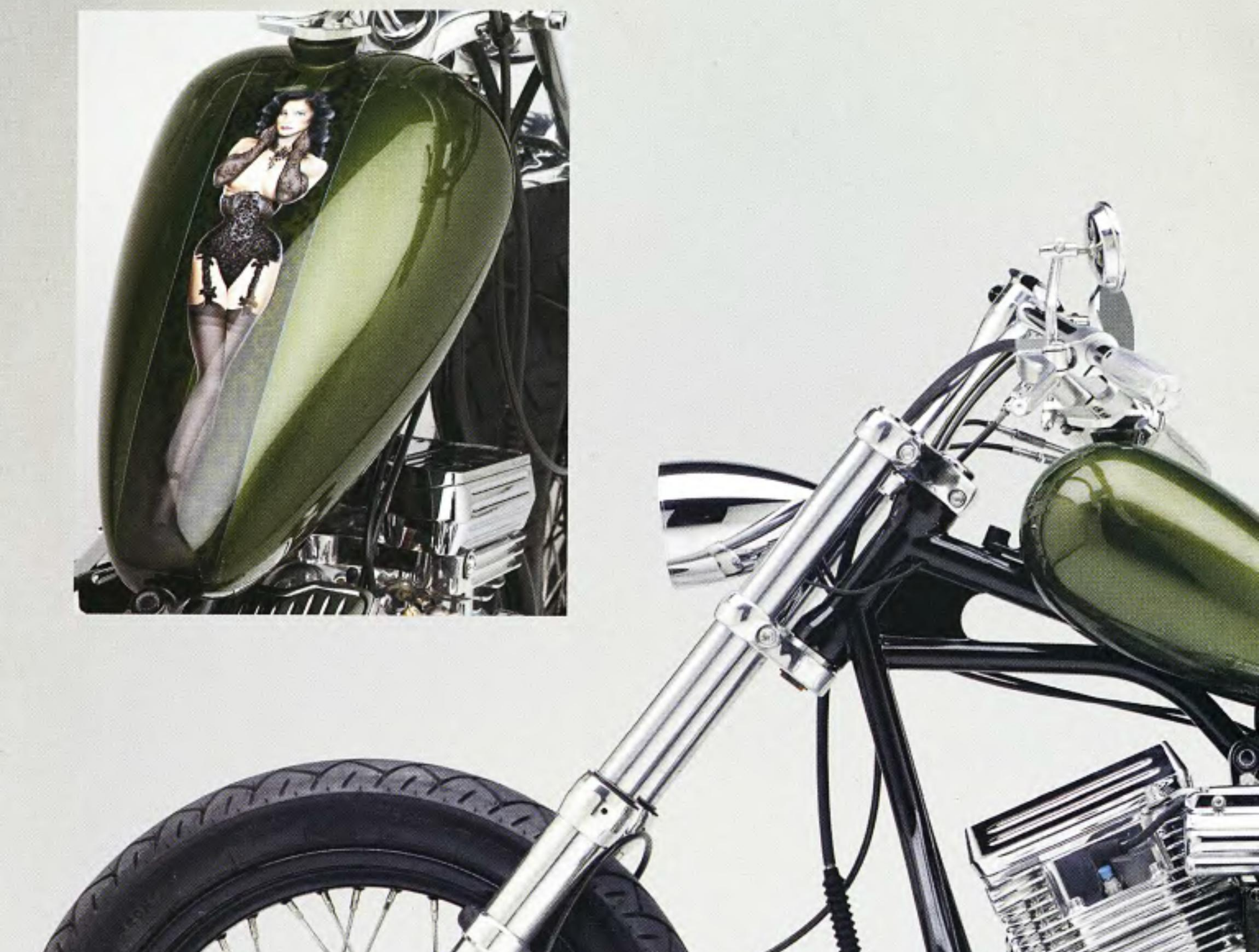

GLADIATOR

IT'S ABOUT THE PASSION, NOT THE MONEY

NYC CHOPPERS

Nick Genenger and his wife Ginta own New York City Choppers, which is the only custom bike shop in Manhattan. Nick likes to poke fun at his competitors who claim New York, while actually being located in Brooklyn, Queens and Long Island. Nick's shop actually is in Hell's Kitchen, on 27th Street on the West Side. Of course, the area is now known as the "Chelsea Art District," as the gentrification of New York continues unabated. Now home to more than 200 art galleries, Hell's Kitchen was once the most rough-and-tumble working class neighborhood in Manhattan.

Nick says that he's been flush before, and "he's been to the bank," but he has never been as happy as he is today. "If I was in this to make money I wouldn't be doing this. The profits aren't there. You pay the bills, you live and you have a good time. It's a great hobby/lifestyle to be a part of." The payoff for him is that when a customer comes in and he gets to build his dream bikes with someone else's money. "I mean, how cool is that?" Nick says.

He says that the response to this little bobber has been overwhelming. We talked to Nick in Daytona and he told us that the daily comments from everyone who sees the bike is, "That is the most perfect little motorcycle that I have ever seen." Nick is quick to point out that the inspiration for the bike was actually the Billy Bike from the movie *Easy Rider*.

Nick says that green bikes have always been lucky for him. He wanted a military olive-drab look for the bobber and had Mike Terwilliger of Visual Impact paint it complete with a pinup girl reminiscent of the paintings on World War II bombers. The girl is actually inspired by the December 2002 Christmas issue of *Playboy* with Marilyn Manson's ex-girlfriend Dita von Teese on the cover. He kept her body, but slightly altered her face. The paint is House of Kolor Aztec gold laid over teal.

The bike carries several parts that are made exclusively by NYC Choppers including the fender struts, grips, risers, foot shifter, pegs, velocity stack, oil tank, and wishbone rigid frame. Paul Cox stitched up the seat; the frame was drilled to continue the bikes theme of lightening holes throughout. Choice parts from Exile, Choppers Inc., and Headwinds are the jewelry that set it off.

The 108-inch power plant is from H&L Performance. It's Nick's motor of choice

for his customers with the budget to run it. H&L was one of the first builders to make the over-100-inchers, along with S&S back in the mid-'90s. Nick says that cosmetically, the billet polishes up like crazy, and it has the performance as well as the appearance that serves the purposes he desires in a motor. He feels the motor is really too much for such a tiny bike, he says it's a hell of a lot of fun.

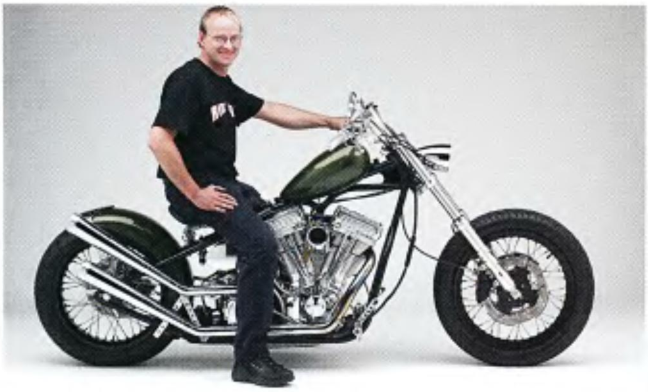
Nick is running a set of Sportster triple trees that he hogged out to carry the 42-mm Ceriani tubes and forks. The front tire has about a quarter inch of clearance on each side. He is running modified Harley hubs and a Billy Lane spinner hubcap was fitted to the rear wheel to offset the Exile sprocket rotor.

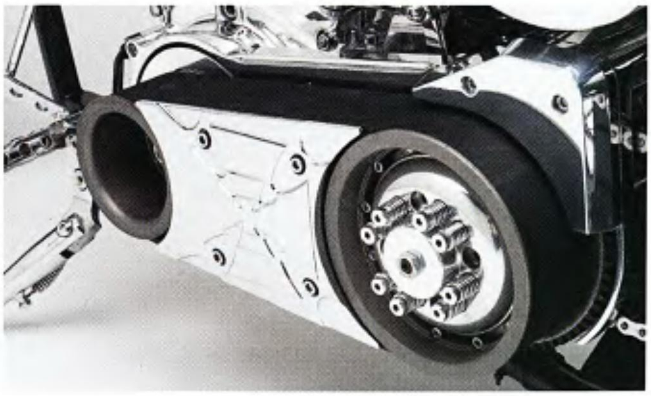
This is Nick's personal ride, and the bike's appeal to him is the restrained, not extreme stance. However, he's quick to add that he is happy to build whatever his customers desire. To Nick they are all works of art. "No matter what I build, people will know, that's Nick's bike."

"It's sanity for me." Nick says. "You are not going to get rich doing this…some people might, but I'm hoping to just continue paying the bills and have a nice life."

For more info on NYC Choppers products check out Nick's Web site at www.nycustomcycle.com.

—Kit Maira





Owner:....Nick and Gina Genenger
City: ....New York City
General
Fabrication: ....NYC Choppers
Year/make: ......2003 NYC Chopper
Model: ....NYC Bobber
Assembly: ....NYC Choppers
Chroming: ....Mara Plating
Engine
Year: 2003
Builder: ....H&L Performance
Displacement:......127 cubic inches
Cam: ....S&S 640
Carb: ....DaVinci S&S
Ignition: ....Dyna single fire
Pipes: ....BUB
Transmission
Make: ....RevTech
Year: 2003
Shifting: 5-speed
Special features:...................kicker
Painting
Molding: ....Visual Impact
Painter: ....Mike Terwilliger, Visual Impact
Color: ....Aztec gold over teal
Type: ....House of Kolor
Special paint: ..Inspired by *Playboy* model Dita von Teese
Frame
Maker: ....NYC Choppers
Type:........................wishbone rigid
Rake: ....37 degrees
Stretch: ....2 inches up
Accessories
Handlebars:.............Choppers Inc.
Risers: ....NYC Choppers
Handlebar controls: ....GMA
Fender: ....NYC Choppers
Headlight:......................Headwinds
Taillight: ....NYC Choppers
Speedo: ....none
Pegs: ....NYC Choppers
Electrics: ....NYC Choppers
Foot controls: ....NYC Choppers
Gas tank: ....V-Twin/ NYC Choppers
Oil tank: ....NYC Choppers
Oil system:..............NYC Choppers
Seat: ....Paul Cox
Mirrors: ....old-style round
Grips:.....................NYC Choppers
Front end
Type:...................................43-mm
Builder:................Harley-Davidson/ Ceriani
Wheels
Front
Size: ....110/90 x 19
Hub:......................Harley-Davidson
Rim width:...............................2.15
Tires: ....Metzeler
Brakes: ....HHI/NYC Choppers/ Deep Cut rotors
Rear
Size: P80/180
Hub:......................Harley-Davidson modified
Rim width:.................................5.5
Tires: ....Metzeler
Brakes: ....Exile
Photos: ....Michael Lichter

RONNIE DALE WINS CUSTOM CHOPPER IN J&P/EASYRIDERS SWEEPS

TRUE APPRECIATION

Photos: Mark Keedy, courtesy J&P Cycles, Anamosa, Iowa

Ruth Dale *(above, far right)* stood holding open the garage door in expectation of her husband, Ronnie *(seated on bike)*, who had left the house for a motorcycle ride over an hour earlier. Ronnie had told his wife exactly where he would ride and about how long he would be gone. Now Ruth was beginning to worry. Just about the time she was about to lose her worried mind, Ronnie thundered into the garage on his new J&P/*Easyriders* sweepstakes-winning grand prize: A 2003 Venom Pro Street, Kevin Alsop-enhanced chopper.

With a concerned glare, Ruth asked him to explain his tardiness. Ronnie admitted to her that, "This is one badass bike; I couldn't help but ride it farther."

Ronnie and Ruth, high school sweethearts, have been married for over 33 years. They hitched up in 1969 shortly after Ronnie returned home from serving in Vietnam. Ronnie became a jack-of-all-trades, working in maintenance, welding, wrenching, and driving semi trucks for more than 15 years, while Ruth pursued a career with the Health Department. They have two grown children, Shane and Shasta, and now a grandchild, their first.

Shane's daughter, Allison, is the newest edition to the family. And like all doting grandparents, Ronnie and Ruth spend as much time as possible spoiling her.

The Dales live in the small town of Grundy, in western Virginia, about a two-hour shot from Bristol Motor Speedway in Tennessee. This little town will probably encompass the majority of Ronnie's rides on the Venom because Ronnie doesn't intend to ride it farther than 50 or 60 miles at a time. For the longer trips that he and Ruth take, Ronnie owns a 2002 Heritage Softail. Ronnie has dubbed the Venom, MaxZ-V, after his late mother, Maxie Virginia. It's displayed on the Venom's personalized plate.

Ronnie and Ruth picked up the Venom on January 14, 2004, in Anamosa, Iowa, at the headquarters of J&P Cycles, where they met the owners and namesakes of J&P, John and Jill Parham. Ronnie told us that their experience at J&P couldn't have been nicer. For one thing, as busy as John and Jill are, they were eager to meet the lucky owners of the Venom and celebrate with them.

Ronnie says he was particularly impressed when John and Jill introduced him and Ruth to the J&P technical support employees who Ronnie had spoken with over the phone in past years when ordering parts. Though he had never met these employees face to face, Ronnie felt as if he knew them. Now he had faces to go with the names.

When it comes to his bikes, Ronnie told us he's picky about parts. He pointed out that he normally doesn't find rectangular mirrors very attractive, but the way the front end of the Venom is built makes the rectangular mirrors fit just right. This is mainly due to the way Custom Chrome crafted the frame, swingarm, forks, and front fender. In the case of the Venom, he said that he loves the bike as a whole.

One of the features Ronnie found both eye-catching and comfortable are the V-handlebars custom built by Kevin Alsop owner of Big Bear Choppers (BBC). BBC's V-handlebars give Ronnie the feeling of drag bars, he said, offering more control. For pure steering pleasure, Ronnie added that the rake is short enough so that it doesn't require an acre to turn the bike around.

Also to Ronnie's liking is the custom oil bag and gas tank that BBC added to CCI's Venom kit. Ronnie's favorite features, though, are the inverted forks and risers that give the front end a prominent, no-bullshit style. Add to that a 6-speed transmission, a 100-cubic-inch, 100-horsepower RevTech engine, the comfortable forward controls setup, and it's no wonder Ronnie stays out later than he says he will.

"Everything on this bike is built to ride," Ronnie stated.

No part of his newfound MaxZ-V will be altered, including the insignias of CCI, Easyriders, or J&P Cycles enhancing the subtle "tribal flame" paintjob by Concept Powdercoaters. The only addition Ronnie will make when riding the Venom will be to wear his unbreakable, 15-year-old pair of Easyriders shades, a perfect finishing touch as he rides off into the Virginia sunset.

—Lindsay Love

Thanks to Nicole Ridge at J&P Cycles for production help with this article.

So Long Cold - Hello Daytona

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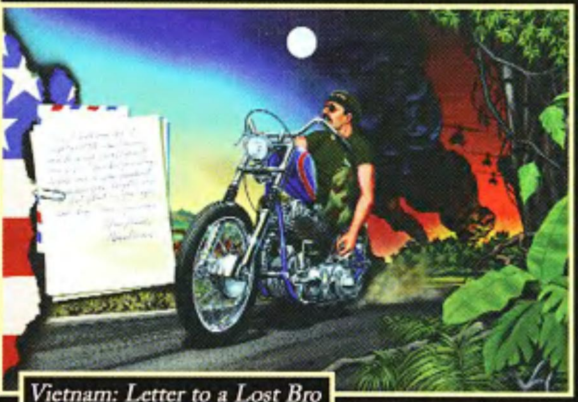
Vietnam: Letter to a Lost Bro

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TalkingTech

I NEED A LIFT

I have a 1999 Electra Glide Classic that has turned over 30,000 miles on the speedometer. My question is this: I know that some mechanics recommend replacing Evolution lifters every 25,000 miles and I wondered if that is also true for Twin Cams. It seems like a lot of expense if the engine is running right and not making any noise.

Smitty
Hotmail

To be on the safe side, change your lifters. The ones you have in there now might last forever, but the problem is that, once a lifter starts to fail, you don't have a hell of a lot of time before something gives and they dump a bunch of abrasive debris right into the engine.

You'll also want to check your cam tensioner shoes for excessive wear. You have two options if they're worn. Either replace them with OEM parts or install a gear drive. The gear drive can be a bit noisy, although oversize gears are available to quiet it down, but it puts an end to tensioner wear forever and can free up a few horsepower in the deal. Cost for the gear drive with cams is a little over 600 bucks, plus labor.

Having your dealer realign the oil pump should fix your oiling problem.

BUCKIN' CARB

I have a 1995 Softail with drag pipes and an S&S Super E carburetor. It runs pretty good but it bucks a little when I have to ride it around town in traffic. You will probably tell me to get different pipes but I like my drags and want to keep them if this is at all possible.

Thanks for a great magazine.

Dawg
Athens, Georgia

Get different pipes—something with mufflers. If that is completely out of the question, leaning out your carb a little may help. First, try turning the idle mixture screw on top of the carb body in, that's clockwise, about 1/4 turn and see if that helps. You may also have to turn the idle screw on the left side of the carb in a little to bring your idle speed back up. If the mixture adjustment doesn't help, or if it makes your bike idle rough or hard to start, put it back where it was and try a smaller intermediate jet—the one in the right rear corner of the bottom of the carb body.

You'll have to remove the air cleaner assembly and float bowl to access the intermediate jet. Most have screwdriver slots in the bottom, but a few don't. If yours doesn't and you can't get it out by hand, use pliers.

You'll find a number stamped on the side of the bottom of the jet. If you have a .31, replace it with a .295. If you have a .295, replace it with a .28, etc.

You'll have to reset the mixture screw, and we'll get to that in a second, but the most important part of this job is to use Loctite on the screws that attach the air cleaner backplate to the carb body, and get them plenty tight when you put everything back together. If you botch that, you can count on one of those nice little screws making its way into your engine and raising hell.

After you've put everything back together, start your Softail and go for a ride to bring it up to operating temperature. After it's hot, stop and turn the idle mixture screw slowly in until the engine starts to die, than slowly back out until the idle speed drops way down. Final setting for the mixture screw will be halfway between those two points. After it's set, you may have to adjust the idle speed again.

If your bike ever spits back through the carb, which sounds like a sneeze, the carb is too lean and you'll have to go back to the larger jet. Lots of guys try to fix a low-speed problem, meaning the kind that you run into around town as opposed to out on the highway, with the main jet because it's easier to change, but that's wasted effort. If you have a jetting problem at around-town speeds, whether it's fouling plugs or whatever, you have to fix it with the intermediate circuit.

Although S&S is pretty specific on how to set the idle mixture screw, it's sometimes possible to "fix" an intermediate circuit that's slightly off with the mixture screw. Turn the screw in to lean the mixture, as in when you're out at Sturgis, or out to richen it, as in when at Daytona.

Whatever, be cool enough not to blame your carb for a problem that's caused by using a racetrack exhaust on the street. There's a reason people call them "drag" pipes.

BUSTED BELT BLUES

I just broke the rear belt on my 2003 Sportster 1200 and my dealer refuses to replace it under warranty. He claims that Harley-Davidson considers this a normal maintenance item and that the belt is not covered under warranty. I have never raced this motorcycle or abused it, and I don't want to go through this again. Is there anything I can do to prevent this in the future?

Rudy Monahan
Palmerton, Pennsylvania

With luck, your belt was a little loose and got damaged when it ratcheted around the pulley, or a stone hurt it when it got trapped between the belt and pulley. Harley's belts are pretty strong, and a new one shouldn't break without good reason.

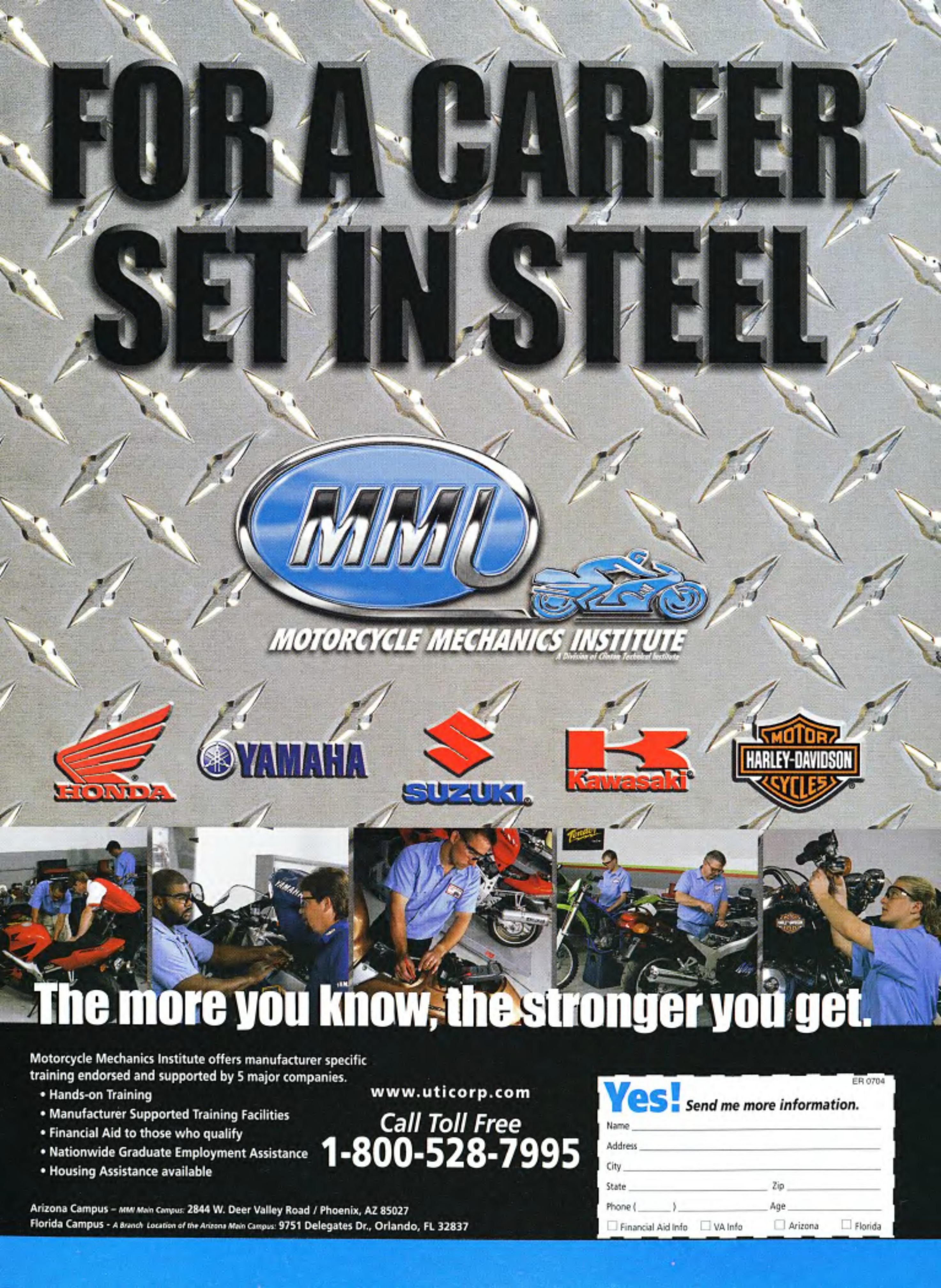
It sucks that Harley doesn't cover belts under warranty, but they don't and that's that. Before you put a ton of miles on the new one, check the inner surface of your belt for marks that may indicate a damaged pulley. You'll also want to be sure it's properly adjusted.

If it breaks again, try to find a dealer who's a little more sympathetic to your cause and ask him what's going on with your motorcycle. If he doesn't know, ask for the number of the regional Harley-Davidson rep and ask him. If he doesn't help you, don't be an asshole about it. Be politely persistent instead, and ask for his boss's phone number.

If you still don't get anywhere, contact your local better business bureau or chamber of commerce and file a complaint against H-D with the Federal Trade Commission at www.ftc.com and the Better Business Bureau in Milwaukee. That phone number is 414-847-6000.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.



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EASYRIDERS BEST BABES OF 2003

I've never been accused of being politically correct, nor will I ever win a spot in anyone's diplomatic corps, so asking me to go through some past issues and help decide which of our models from the past year was the hottest piece of ass was really a no brainer. I've said it before, I can be bribed and have no ethical problems in accepting them. Unfortunately, no matter how many times I told these girls that very same thing…none of them were biting. Fine. I guess we'll go another route.

Since none of the girls offered to fly themselves to our offices and "secure" their place in the voting process, I was forced to go through the magazines by hand (something I'm getting more and more acquainted with as I get older) and looking through the letters we get concerning all the girls that show up on these pages. Although some of them are from really twisted stalker-type weirdoes, many of them are actually complimentary and assist us in choosing these girls for other projects.

So without any further bullshit, let's take a short trip through mammary lane and revisit the girls that really left an indelible impression upon our collective memories and, in some cases, an indelible stain on our sheets. For next year's crop of cuties, I just want you to know: I have installed a stripper pole and lighted stage in my office, complete with a luxurious leather couch for…auditions. Yeah, that's right…auditions.

—Oil Can

How does that song go? "I love little girls, they make me feel so…" screw it, you get the idea, especially after gazing upon the lovely little 19-year-old **Leyna** (OK, she's 20 now, so tell your wife to shut the hell up!). Do you remember what it was like at 19? Hell, no girl looked like this when I was 19, 20, 21…whatever. Leyna also was the one of the first hotties to introduce us to the new year, appearing in our January 2004 issue on Larry St. George's Purple Passion. To hear Larry tell it, "It wasn't the only thing filled with passion and turning purple that day." Yes, we immediately rushed Larry to a hospital, because when a guy his age has things turning purple…. Anyway, the Lucious Leyna was crowned the August 2003 Fox Hunt winner and by appearing in the January 2004 issue, will be in the running for Ms.Easyriders 2005. So, if you'd like to see more of little Leyna here next year, who at that time will be old enough to drink in the clubs she dances in, make sure you stay tuned and cast your vote for her in our January 2005 issue.

Jessica appeared on both the cover and gatefold of our January 2004 issue (No. 367) spread across Paul Yaffe's Double Trouble. The bike was appropriately named, for Jessica anyway, because by just talking with her gets you in all kinds of heated problems. Like, say you're giving her your best lines, things seem to be working themselves out, then in walks your little honey of a wife, girlfriend, dishwasher…whatever you're calling her. BAM, double trouble. First you have Jessica waiting for an answer, then you have the little lady demanding one. What's the solution? Late at night, after your little princess hits the sheets, stroll out to your computer and type www.jessicajaymes.com into the search engine. Sit back, relax and "talk" to Jessica all you want in peace.

I consider myself a well-rounded guy. I mean, I love exotic things. Exotic food, places, names, women...dancers, you know, the whole works. Take, for example, this fine specimen **Jessice.** Featured in our November 2003 issue (No. 365) astride Mark Bettencourt's, Gangster Custom chopper, Jessice literally took our breath away. OK, only for a second or two, you get the idea. Jessice also had that shorts and heels thing going for her, but it was her all-around exotic look that did it for us...well me anyway.

Really, there's no better way to describe the enchanting **Eve,** than we did in the February 2004 issue (No. 368). So, in the words of Ben Dayho, here it is: "Which brings us to the photo of your September Fox Hunt winner, Eve. Or, as we like to call her, 'Eve of Destruction.' Not in a bad way, just the simple fact that staring too intently at this hottie will, without a doubt, destroy any hope you have of having a deep meaningful relationship with your ol' lady." Ahh, Ben's got a way with words. Eve, frankly speaking, has a look that'll start a fire in your pants. If it doesn't…you're obviously gay.

The titillating **Tania** appeared in our December 2003 issue (No. 366) and was as glamorous as could be expected. With curves in all the right places, she had the voice of a true femme fatale. Just take a look at this lovely young lady and imagine a voice that is soft and gentle, almost a whisper. Not mousy and shrill, but soft enough that even telling you to get off your lazy ass and go mow the lawn or take out the trash sounds hot. Get the idea? That's right, not like your ol' lady's at ALL.

Who would want to turn away the enticing **Malisia** from being selected for this issue? I mean, c'mon. This young lady was not only chosen as the April Fox Hunt winner, but has also appeared in several *Playboy* shoots, videos and is just an all-around hottie. Featured in the September 2003 issue (No. 363), Malisia made quite an impression on many of you, as well as certain members of the staff, when she sent in a "personal" video on why she should be selected to model for us. Check out her Web site at www.malisia.com.

What would a "Best Babe" article be without including Ms. *Easyriders*? I mean isn't she the Best of the Best in our Fox Hunt contests? Damn skippy. With the overwhelming number of votes this year, **Alyssa** literally ran away with the title. Also featured in the November 2003 issue (on the cover no less), Ms. *Easyriders* was formerly our June 2003 contest spinner, er, winner. Look, at 4 foot 11, it's easy to get the two words confused. Remember what they say about great things coming in small packages?

Well, Alyssa is no exception. In fact, if you'd like Ms. *Easyriders* to make an appearance at your bike shop, fundraiser, event, what have you, give us a call at 818-889-8740 and ask for extension 1263. We'll be happy to set you up.

Even with a job as a lion trainer, Gary McGinley had a hard time controlling our March 2003 Fox Hunt winner **Paula** during her photo shoot. Featured in the August 2003 issue (No. 362), Paula had a great time showing off her tats and piercings. . .well most of them anyway. There's just something about well-done and perfectly placed tattoos on a woman that drives some guys nuts. Who out there, after gazing at this well-adorned young lady, wasn't hoping to get a little closer look at that vine tattoo and see exactly where it ended?

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The Transition Machine

Sometimes even the pros don't get exactly what they're building towards. True. Course, you and I, looking at a jaw-dropping and show-stopping piece of moto-art don't have a clue about the back-story, but then we have no idea what that builder was thinking when he

put the first piece of tubing into the frame jig and began creating. All we see is the final product. It's beautifully crafted, exquisitely detailed, and finished with mile-deep paint and gobs of polished chrome and billet. We can't see a thing wrong with the bike, because there isn't anything wrong with it. It just isn't exactly what the builder might have hoped for at the beginning. This short, fat, and low green candy street-bopper is a perfect example. It's an Eddie Trotta Thunder Cycle Design bike and it's perfect, if you don't listen to the guy who built it.

This bike was something Eddie and the guys down in Fort Lauderdale, Florida, put together for the shop, something built for the showroom floor about a year and a half ago. "And when we built this one," Eddie says, "I was just breaking into those long, low bikes we do now, the dropped-neck/dropped-seat models. The 'Drop Dead' bikes. This one was a first-effort at going lower and lower with the frame. It's zero-up."

This was something new for Eddie, a bike that didn't have that big stretch in it. "When we started this one," he says, "I was right in the middle of thinking about 'going down.' Dropping down from the traditional-look choppers. It was a little bit of a different look, for me at least."

While Eddie was certainly successful in lowering the seat straight down towards the pavement here, he'd go on to get things even lower on future builds, relocating the battery and oil reservoir to make it happen. He'd compound that drop with a lowered neck, too, really slamming the motorcycle hard. This flamed Eclipse model was the start of all that, and the beginning of a new trend.

Robert Mintz couldn't have cared less that Eddie didn't quite reach his own self-imposed low-down goal. He saw this bike taking shape up on the assembly table and bought it on the spot. This green bike sold before it hit the floor. "There's just something about green bikes," Eddie says, shaking his head in wonderment. "I've had nothing but good luck painting bikes candy green. I've never had one sit on the floor for more than a week, and I've had them sell in three days."

This bike didn't have to wait even that long, which was a good thing. Because the bike wasn't completely finished when Robert wrote the check to dress it out personally, choosing all the little bits and pieces that made it his own. He picked the pipes. He picked the pegs. He picked all the final details. And he got one hell of a bike, too, one Eddie had already topped with a really big gas tank, emphasizing the short and fat look.

This drop-seat scoot works perfectly, on both the bike-show floor and the streets of south Florida. Without a big stretch either up or out, and without a wildly extended and exaggerated front end, this motorcycle looks and feels almost close-coupled—even with its 40-degree rake. It rides and handles exceptionally well.

In fact, when Robert got the bike home he immediately called Thunder Cycle raving about his new custom. He said this bike was the nicest one he'd ever ridden, stock or custom. "And that made me feel pretty good," Eddie says, more than making up for any initial misgivings. Like he should have had any in the first place.

Want to see what Eddie Trotta's thinking about next? Simply call 954-763-2100, or visit www.thundercycle.com.

—Joe Kress

Easyriders

passin' gas

Big Sam walked up to his bro in a bar and asked him, "Hey, d'ya know how that male morning-after pill works?"

Butch tells him, "That's easy, it changes your DNA."

High Climber
Strongsville, Ohio

A bike-ridin' hottie was sittin' at the bar one night when a well-built bro strolls in. The brother noticed her checkin' him out so he walked over to her, and before she could say a word, he says slyly, "I'll make you an offer you can't refuse, pretty lady. I'll do anything you want, no matter how kinky, for $100…but with one condition."

Willing to play along, the hottie asked what the condition was. The biker replied, "You have to tell me what you want in three words." The woman batted the long lashes covering her sea-green eyes and says, "Okay. You're on." So she counts out a stack of $20s, and says sweetly, "Polish my Harley."

Aaron White
Slamarillo, Tejas

Bubba decided it was time fer his kid Billy Bob to learn him the ways of the world, so he takes him to a brothel. The Madam says, "Since it's his first and he's such a fine strapping lad, I'll give him the works. When we're done I'll rub his back with oil and give him a manicure."

A week passes and they happen to run into the Madam on the street. Billy Bob gets to actin' all sheepish, so the Madam asks him, "Why, what's wrong, Billy? You're actin' like you don't even remember me."

Billy Bob shuffles his feet and says, "Sure I remember you, Ma'am. You're the lady that gave me crabs, then cut my nails so I couldn't scratch 'em."

Crash
Dointime, Arizona

Wild Bill took this hot Swedish lass riding one fine day, but on the ride back to his place the weather turned cold. When they finally got there, the buxom blonde hugged him close and whispered, "I'd love to warm up with you in a big tub of warm milk, that's what we do in my home country," she says with a thick accent.

Surprised, young Bill replies, "Pastuerized?"

"No, silly boy, just up to my chin…."

Smith & Joans
Wyoming Frontier

Skeeter is on vacation in Vegas with his ol' lady, when once again she needed an afternoon nap and had a headache. Frustrated he went out on the streets where he met a pretty lady. She smiles and tells Skeeter he can have a "date" for a $100.

"One hundred dollars! Lady, you're dreamin'. No pussy is worth that much. The most I'll go is $50."

Insulted, she walks off. Later that night Skeeter finally arouses the wife, and they're in the elevator when who gets on but the hooker. Eyeing Skeeter, then his wife, the pro says before stepping off at the next floor, "See what you get for $50…."

Peanut
Los Slammer, California

Q: What do you call an Iraqi on the side of the road with his hand up a camel's ass?

A: A mechanic.

Uncle Pat
Hard Road, USA

Three top students at one of those fancy Ivy League schools are debating the nature of God. The first one says, "I believe God must be a mechanical engineer. Just look at all the joints in the human body."

"No," says the second, "I say he must be an electrical engineer, just look at the complexity of the human nervous system."

"Ah, you're both wrong," says the third. "He's got to be a civil engineer. Who else would run a waste disposal pipeline through a perfectly good recreation area?"

Willy
Simi, California

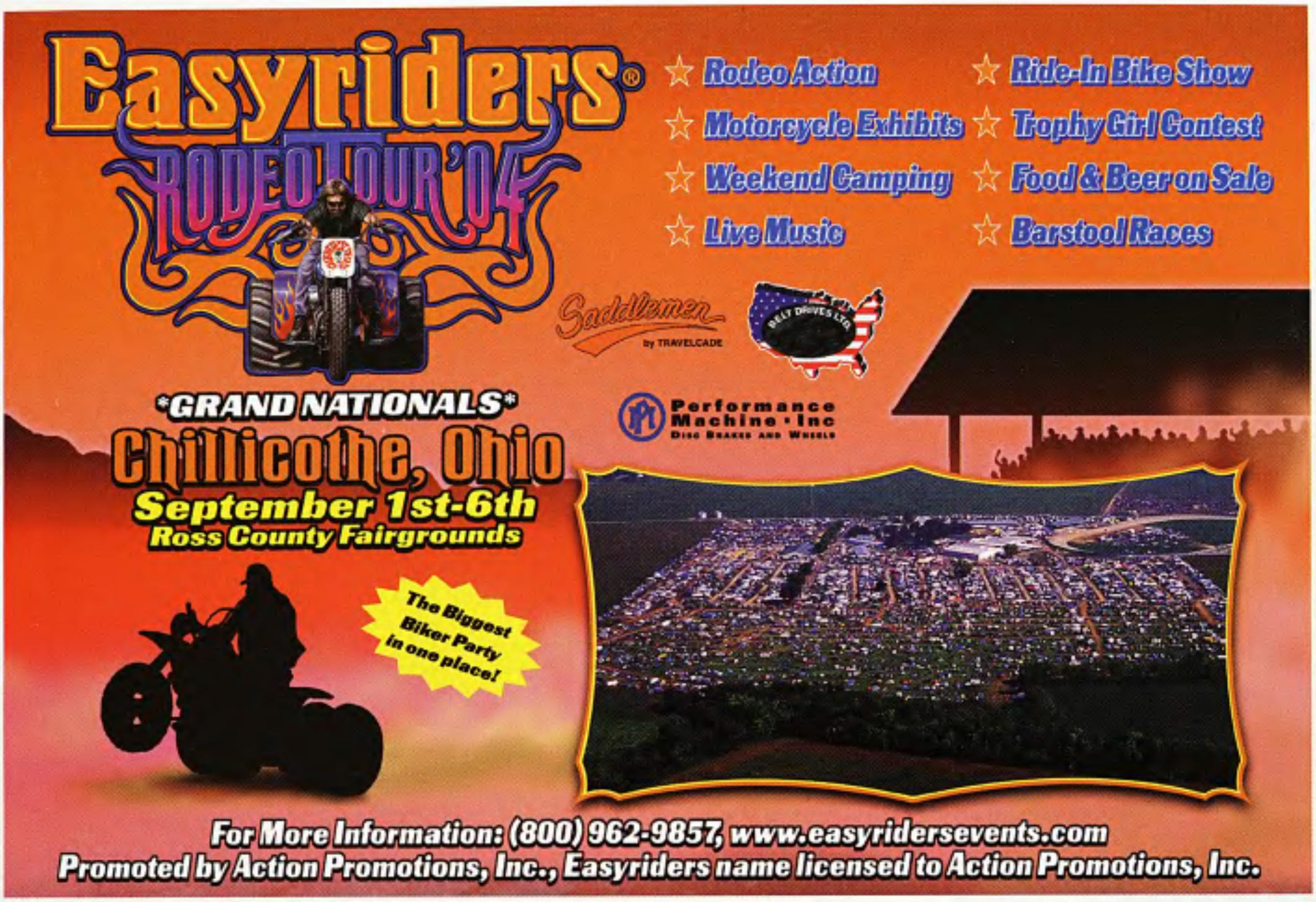
Stroker's young son approaches him one day and asks, "Dad, do all fairy tales begin with 'Once upon a time'?"

"Nope," Stroker replies. "A whole bunch of 'em start with, "If elected, I promise…."'

Chance
Ogden, Utah

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Robert Mintz
City:..........Boca Raton, Florida
General
Fabrication: ......Thunder Cycle Design
Year/make: ....2004 TCD
Model: ....Eclipse
Assembly:..........................TCD
Time: ....6 months
Chroming: ....S&H/Atlantic
Engine
Year:..................................2004
Rebuilder:..........Patrick Racing
Displacement: ....120 cubic inches
Cam: ....Patrick Racing
Lifters: ....JIMS
Lower end: ....Merch
Cases: ....Merch
Heads: ....Patrick Racing
Carb: ....Davinci
Air cleaner: ....TCD
Pipes: ....TCD
Transmission
Year/make: ....2004 Baker, RSD
Shifting: 6-speed
Wheel sprocket:..........65-tooth
Painting
Molding: ....TCD
Painter: ....TCD
Color:....................candy green
Type: ....House of Kolor
Frame
Year/make: ....2003 TCD
Type: ......Eclipse hidden shock
Rake: ....40 degrees
Stretch: ....none
Shocks: ....EMS
Accessories
Handlebar: ..........................E.T.
Handlebar controls:.................. Performance Machine
Fenders: ....TCD
Headlight: ....Headwinds
Taillight: ....TCD
Speedo: ....Dakota Digital
Pegs: ....TCD
Foot controls: ....TCD
Gas tank: ....TCD
Oil tank: ....TCD
Seat: ....Jeffery P.
Mirrors: ....TCD
Grips: ....TCD
Front end
Type: ....Inverted, 2 inches over
Builder: ....TCD
Wheels
Make: ....TCD
Size: ....21-inch front, 18 x 8.5-in rear
Tires: ....Metzeler
Brakes: ....PM front, RC Components rear
Photos: ....Don Rogers



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DID THEY EVER REALLY GO AWAY?

BOBBERS ARE BACK

It's hard to believe today, but old Harleys and Indians used to be considered cheap transportation back in the old days. Guys fresh out of the military would buy a beat-up old motorcycle, and the first thing on their minds was to shorten or "bob" the rear fender. Next to go was the front fender and from there they proceeded to toss just about anything that wasn't absolutely necessary to the operation of the machine.

It was not uncommon for these guys to use the same machine for hill climbing, flat track, drag racing or blasting away at El Mirage, Murock or Bonneville. When day was done they would bolt their headlights back on and ride their bikes home. The combination of lightweight and horsepower was their god.

Initially the rule was aesthetics be damned. Holes were left unfilled, a rattle can paintjob was the *de rigueur* paint treatment of the day. As their mustering out pay from the military ran out, the guys got jobs in the improving post-war economy. With the boost in their pay, it probably wasn't too long before one of the "Original Guys" took a look at his fast, but ratty looking machine and decided that a little paint and some choice bits of chrome is not a terribly bad thing. From then on, flames, pinstriping and pinup girls became the popular themes for paint jobs in the day.

You couldn't buy much of anything to customize your bike back then, if you wanted a custom accessory, you had to make it. Every machine was an individual reflection of the builder's personal taste. Guys would adapt parts from British bikes like the AMAL carbs from Triumphs to allow dual-carb setups. They milled the cylinder heads to increase compression, and mated magnetos from K model Harleys so that they could chuck the heavy batteries. Some would take it to the extreme, even drilling lightening holes into every part on the bike. It was an obsession.

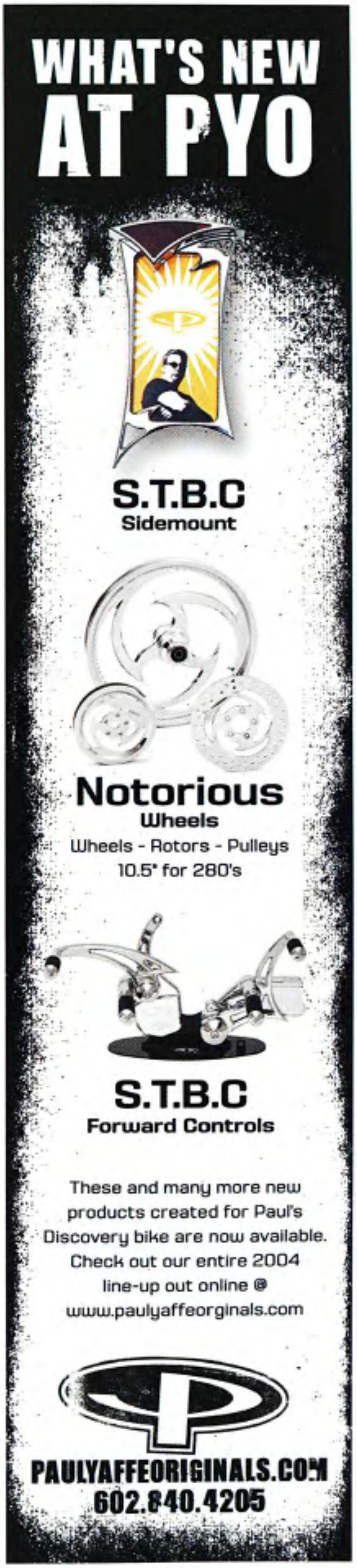
If a Harley part had an "R" (racing) designation it was the hot setup. There were few guys out there making performance parts for Harleys and Indians. George Smith Sr. was one of the pioneers. He had been knocking around the race scene since the early-'50s, both at Bonneville and the drag strip. In 1958 he started producing lightweight aluminum solid-lifter pushrods for big twins.

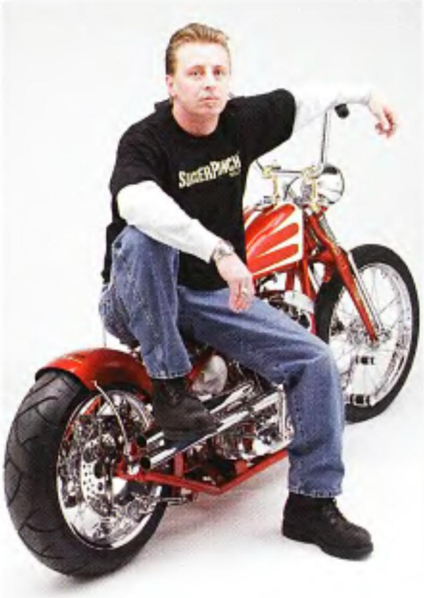
In 1959 they added stroker flywheels to their product line. Prior to that, guys would fit a pair of right-side UL flywheels modifying the crankpin holes for a tapered pin and relocating it a 1/4-inch, which strokes the engine to 86 cubic inches. Sometimes they would even taper the side of the wheels on a lathe to lighten them further for quicker acceleration.

When bobber guys started adding chrome and custom paint to their street/race machines in the early-'60s the line between bobbers and choppers began to blur.

When the supply of XA springer forks (4 inches longer than the standard springer) began to run out, guys started welding Ford Model A radius arms to the old springers which allowed radical extensions to the length of front ends available. By around 1966 companies like Forking by Frank began to manufacture motorcycle fork tubes in any length that you could imagine.

The aftermarket for custom parts was





Photos: Michael Lichter

nothing like it is today, but the styling trend started changing towards long, raked and stretched machines, and away from the short rakes and tight, compact, stripped down scoots we associate with the bobber genre.

Today, some cutting-edge builders are looking back fondly at this classic era, finding inspiration for their machines for the future. Stripped down, lightweight, powerful, fast-handling scoots are popping up at custom bike shows across the country. Chica of Chica Custom Cycles, Bruce Mullins of Skunkworx, and Jerry Covington are all building old-style rods with bobber styling and aesthetics.

Don Loos, of Don's Custom Cycle, and Jeff Cochrane, of Sinwear, an apparel company, have been collaborating since February of 2003 on a line of stripped-down bikes they are calling Sucker Punch Sallys.

They had been talking about the idea for many years prior to actually stepping out. The idea is to build bikes with an old-school look, while incorporating today's technology for reliability. Don and Jeff are building simple, clean, old-school bikes that the average guy can afford, instead of shelling out 50 grand or more for a custom ride.

The base model includes an 80-inch Harley-Davidson Evolution motor, 6-speed transmission, wide glide style front end with apes or drag bars, front and rear brakes, and a flat black paint job for around 14 grand. A rolling chassis starts at $2,850.

Don and Jeff have the frames manufactured especially for them, and mount them with 80-inch crate motors from Harley, with a simple American-made rear fender and a Sportster tank. They can also go with shovelhead, panhead or even knucklehead motors, but these are high-dollar options. They will run 4-, 5- and 6-speed transmissions depending on the customer's wishes and preference.

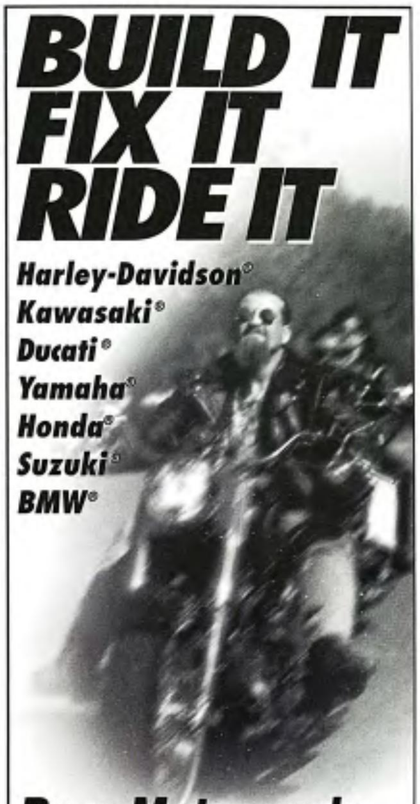
Short rakes, no stretch, and no fluff, a Sucker Punch Sally is a supremely rideable piece of machinery. These guys are working hard to keep everything as simple as possible. Jeff says flatly, "If you take anything off the bike it doesn't run."

Jeff comes from a long line of bobber riders, and he sees it as simply a matter of keeping up the tradition. His father, grandfather, brother, and uncles all rode stripped down Indians and flatheads. Now he and Don are running around on stripped-down shovels and Evos, but the idea is the same. They are just keeping it fresh, and keeping up with the times. They say if something goes out of style, just hang on to it, the style will come back. So, too, with the world of motorcycles. After a long period of excess, it's now back to basics.

—Kit Maira

For more information on Sucker Punch Sallys, check them out on the Web site at www.donscustomcycle.com. Some of the other builders that are dedicated to bringing back the bobber are:

Tom Langton
www.rumblecustoms.com
Bruce Mullins
www.skunkworxcc.com
Chica
www.chicacustomcycles.com
Jerry Covington
www.covingtonscyclecity.com



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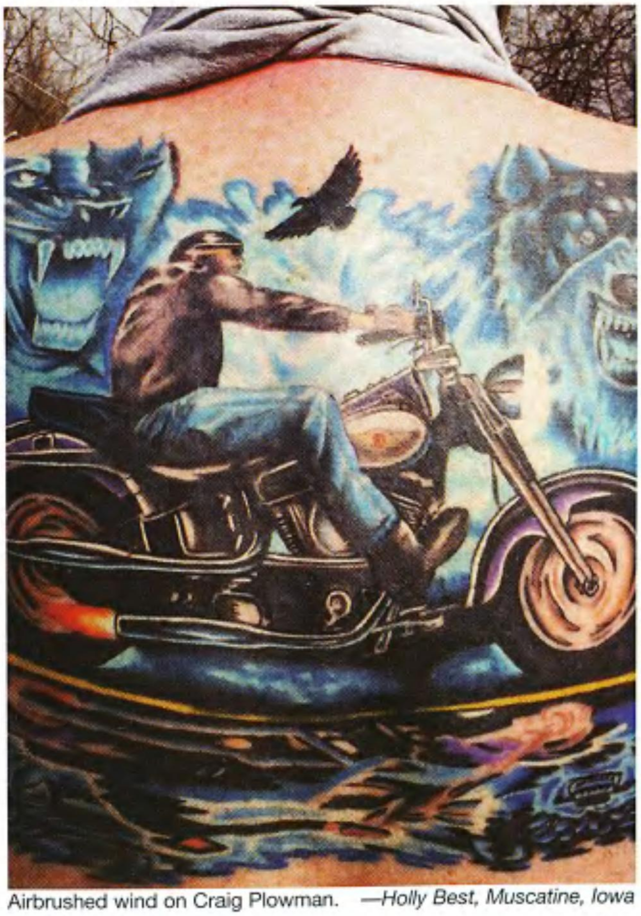
Who was that masked couple? Victor and friend, on their way to a chilly Yuma Toy Run, that's who! —*Abbie Solarez, Brawley, Calif.*

Wide Glide wedding. —*David Olivo, Monroe, N.Y.*

Now *that's* a chopper! Pancho riding his Longbow V-twin, Mad Dawgs Providing Support. *—Chaz and Pancho, Tikrit, Iraq*

Proud pair. *—Rogue, Melbourne, Fla.*



Airbrushed wind on Craig Plowman. *—Holly Best, Muscatine, Iowa*

Tina at the Flatirons is one firm soft top on a Softail. —*Tim Anderson, Edgewater, Colo.*

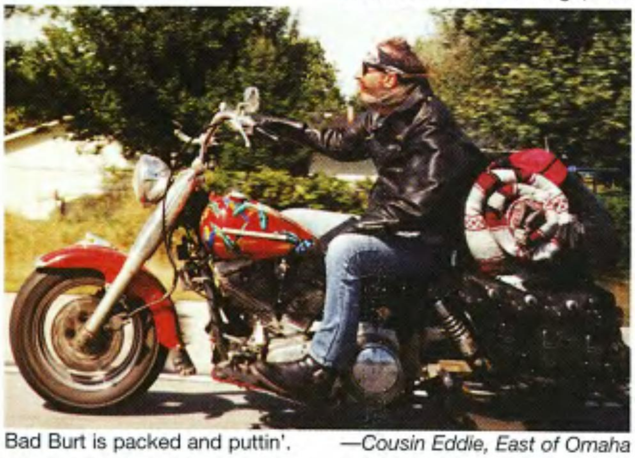
Wahine wahoo. —*Richard Silva-Newcomb, Kaneohe, Oahu, Hawaii*

Troop inspiration: Strike. Hold. —*Spc. Casey Culler, Al Falluja, Iraq*

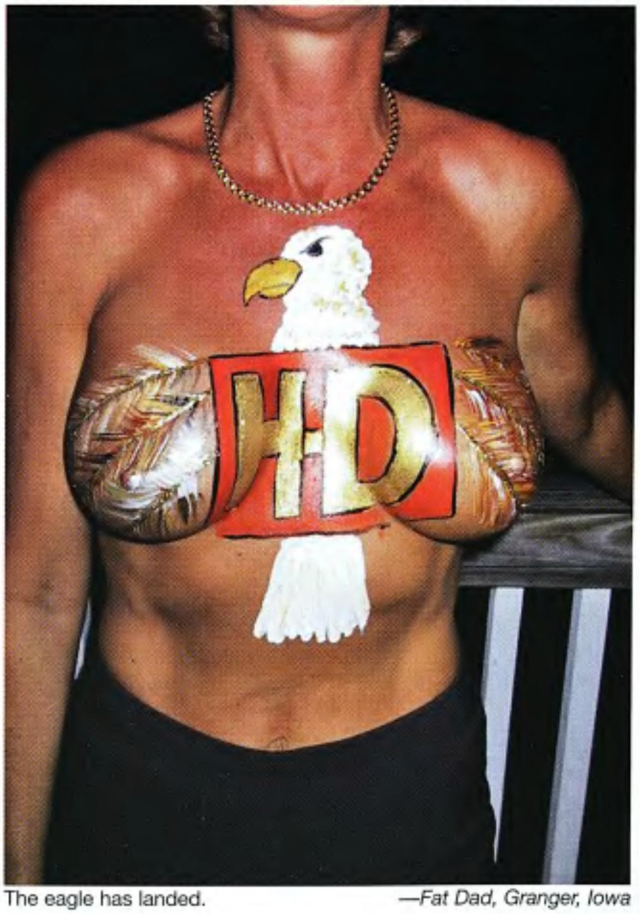
Boiinnggg!!! —*Miserable George, Choppers Inc., Melbourne, Fla.*

Charming mini-chop. —*Doc and Stacey Block, Special Olympics/CycleMania 2003, Chesapeake, Va.*

A cush ride (for him). —*Blue Bike Mike, Newburgh, N.Y.*

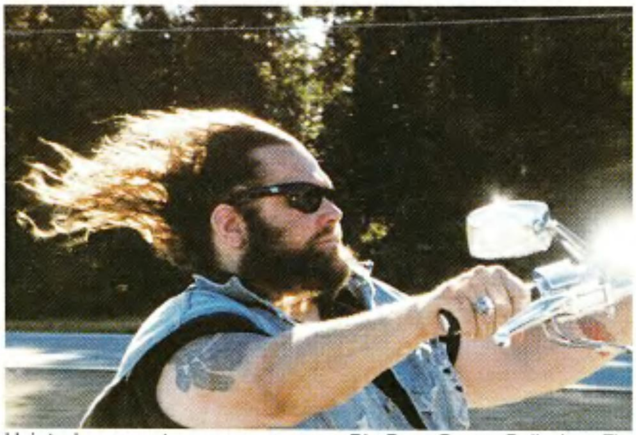


Bad Burt is packed and puttin'. —*Cousin Eddie, East of Omaha*



The eagle has landed. —*Fat Dad, Granger, Iowa*

Pitbull pitstop (Tazmyn, the Stafffordshire Bullterrier.) Best bike alarm ever. *—Martin Mussong, Maidenhead, Berkshire, England*



Hair today, gone tomorrow. *—Big Dave Brunn, Belleview, Fla.*

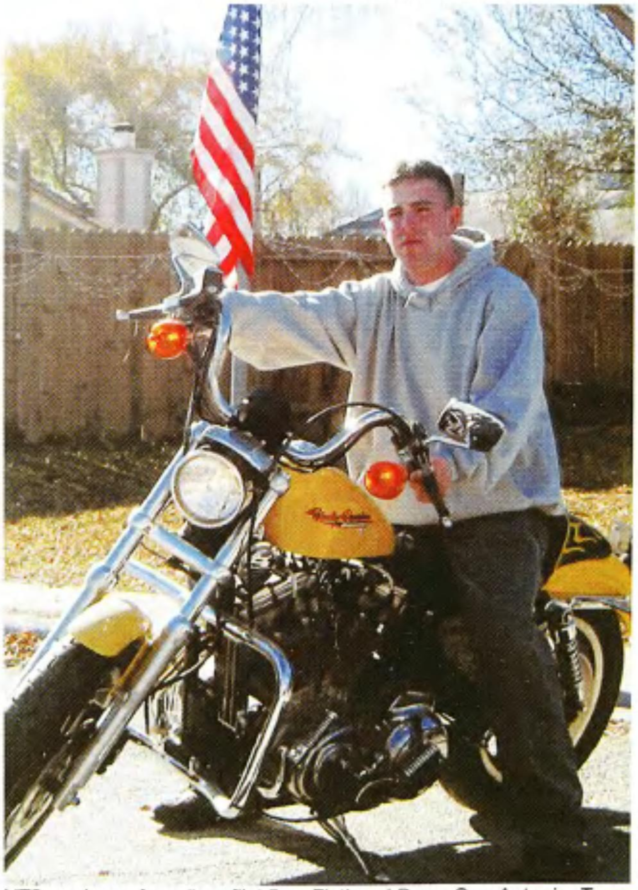
Phil has that sinking feeling. *—Kim Valenti, Manassas, Va.*

Prime milkers. *—Kelly Cain, Lawrenceville, Ga.*

Couple o' hardtails at Biketoberfest 2003, Daytona Beach, Fla. *—Charlie Carroll, Piscataway, N.J.*

Little Mike and Brenda. *—Tonya Olsen, Quapaw, Okla.*

Heleena Shore, hear her roar! *—Paul Leandro, Lawrenceville, Ga.*



HT3, on leave from "conflict." *—Flathead Dave, San Antonio, Texas*

Mighty meaty, big and bouncy at the White Eagle. —*Flash McGovern, Flint, Mich.*

"Feast your eyes." —*Bret Brandt, Iowa Freedom Rally*

Oh, Sheri, yeowsah! —*Abbie Solarez, Brawley, Calif.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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KARL FERRAZZA'S VIBRANT VENOM CHOP

PEUTER PONY

What does a man who can afford to buy the best when it comes to custom bikes do when it's time to plunk down the cold, hard cash? Well, if the man is Karl Ferrazza of Independence, Ohio, you shop around, see what's out there, check the value for the price, and make a thoughtful decision. After being unimpressed by shops who offered lots of "sizzle" but little steak, Karl settled on a Venom Chopper built by Kevin Alsop and the boys at Big Bear Choppers.

Karl took the money he saved by starting with one of Kevin's kit bikes and had him do some one-off fabricating on it. Upgrades include the very cool stretched gas tank and fenders, which include some very trick, one-of-a-kind beadwork.

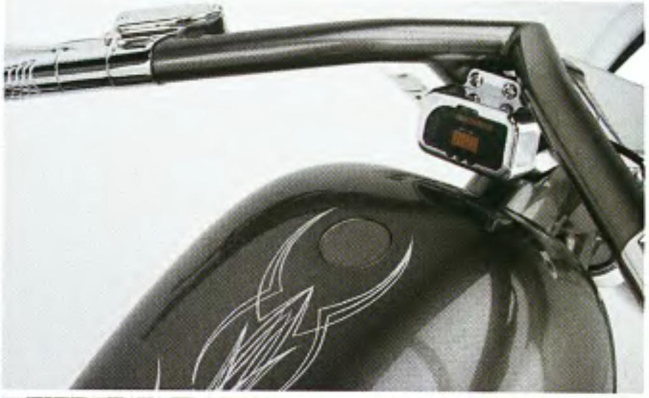
The air cleaner cover is a one-off wonder by Scott Long of Central Coast Cycles and the front end is built with a set of wide, 10-inch over legs from SJP. The rest of what you see comes with the Big Bear kit or is available right from BBC.

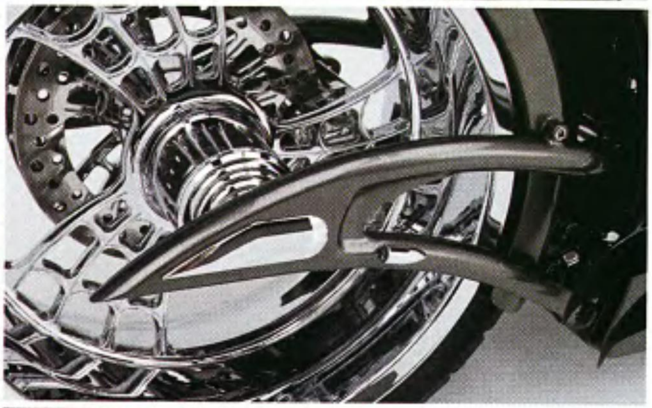
The frame is of the hidden-shock variety for a cush ride, and the wheels are Big Bear's Spider Web design shod in quality Avon rubber. The ponies are provided by a tried-and-true 95-inch Harley Twin Cam B motor reworked with quality S&S components married to a Baker 6-speed tranny. Karl wants to thank Steve at Lake Erie Harley-Davidson for the expert motor work. Brakes, forward controls and hand controls are from the folks at Performance Machine. Karl got all the best stuff without spending the $70,000 some builders charge for a custom chopper these days.

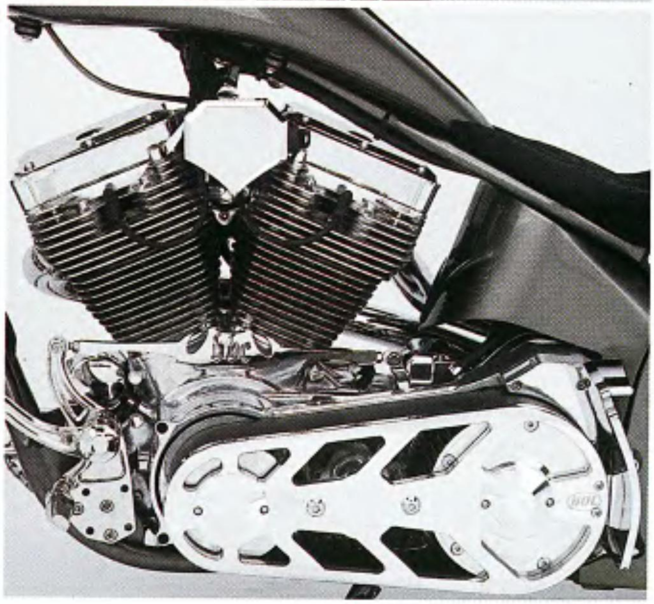
I had the pleasure of riding next to Karl during the filming of a television documentary on the history of custom bikes, and I can tell you, Karl rides the snot out of this thing. And riding, my friends, is what it is really all about.

Big Bear Choppers will build you a Venom Chopper for as little as $26,499 complete, $19,499 unassembled and unpainted, or $9,499 for a rolling chassis. Big Bear Choppers has a manufacturer's license so that registering and insuring your bike is a little easier. If this sounds good to you, give Kevin a call at 909-878-4340 or visit them on the Internet at www.bigbearchoppers.com.

—Phantom







Owner: ....Karl Ferrazza
City:...............Independence, Ohio

General

Fabrication: ......Big Bear Choppers
Year and make: ....2003 BBC
Model: ....Venom Chopper
Assembly: ....Big Bear Choppers
Time:................................4 months

Engine

Year/make: ....2003/ Harley-Davidson
Model: ....Twin Cam B
Ignition:..................................Crane
Displacement:........95 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Heads:.......................................S&S
Cam: ....S&S
Carb: ....S&S
Air cleaner:....Central Coast Cycles
Pipes: ..Big Bear Choppers Venom

Transmission

Year: 2003
Make: ....Baker 6-speed
Modifications: ....45mm offset

Painting

Painter: ....Li'l Tony
Color: ....gray
Type: ....House of Kolor

Frame

Year:..2003
Builder: ....Big Bear Choppers
Type: ....Venom Chopper
Rake: ....47 degrees
Stretch:...............................6 inches
Shocks: ....Progressive Suspension

Accessories

Bars: ....Big Bear Choppers
Handlebar controls:....Performance Machine
Fenders: ....Big Bear Choppers
Headlight:......................Headwinds
Taillight:..............................Pro One
Speedo:............Big Bear Choppers
Pegs: ....Performance Machine
Electrics: ....Big Bear Choppers
Gas tank:..........Big Bear Choppers
Oil tank:............Big Bear Choppers
Primary:...................................BDL
Seat: ....High End
Mirrors:...................................none
Grips: ....Big Bear Choppers

Forks

Type: ....SJP
Extension: ....10-inches over

Wheels

Type: ......Big Bear Choppers' Web
Size: ....18 front/ 18 250 rear
Tires: ....Avon
Brakes: ....Performance Machine
Photos: ....John Wycoff

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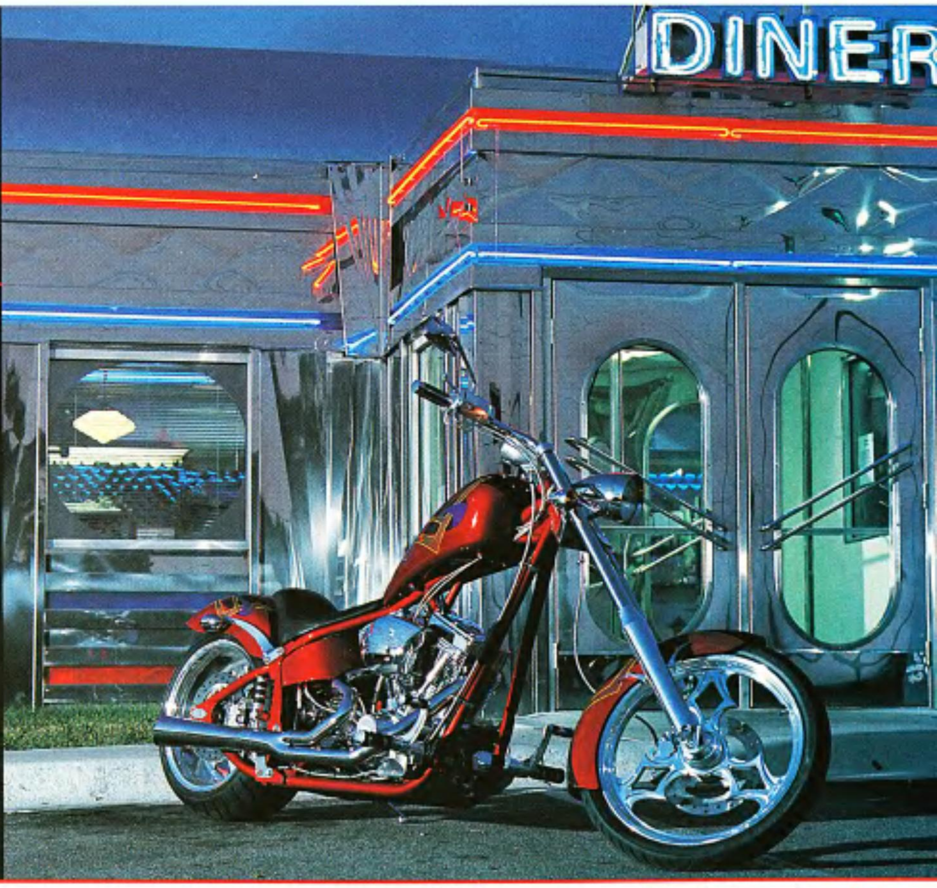

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Meet February's Winner

Here she is, your winner of February's Fox Hunt contest, the cute and curvy Kristin, all the way from North Carolina. Kristin really wanted to win this contest. Hoping for a win and a trip out here to sunny SoCal, Kristin braved the throng of people at our Charlotte Bike Show, got herself on stage and politely asked for your vote. She was immediately bombarded with photo requests, marriage proposals and some other proposals that were more in tune with propositions than anything else. However, Kristin weathered them all with grace and her efforts paid off. Unfortunately, the trip she was hoping for was only a short drive from her house to our studio in Charlotte, manned by our photog, Aaron Stevenson. To catch a gander at this captivating 21-year-old delightful Southern Bell, flip to Page 98 and keep those drool buckets handy. For photos NOT seen in the magazine check her out on the home of Easyriders Radio, www.Americancycletalk.com. —*Howie Feltersnatch*

Dawn—Florida

#0701

"All I can say is that it made my piercings vibrate like crazy. I never wanted to get off, although I got off while I was ON the bike!"

Erin—California

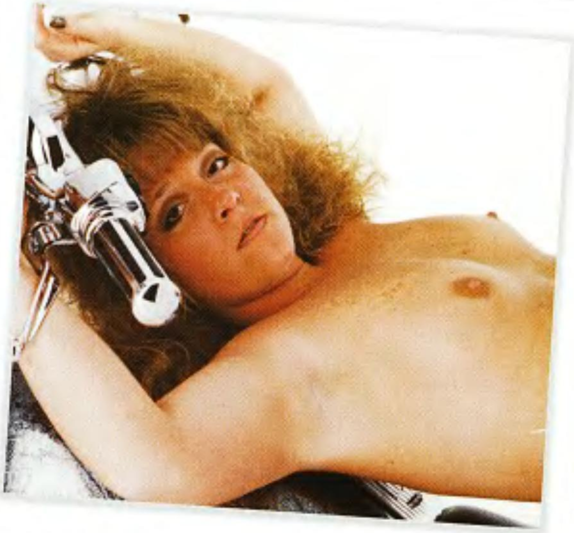
#0702

"My first ride on a Harley was great! I absolutely love the feeling of all the horsepower rumbling beneath me and between my legs."

Jacqueline–Ohio

#0703

"I felt the vibes from left thigh to right, then right in the middle with all its might."



Jamie–New Jersey

#0704

"My first time kept a Beach Boys song running through my head...mmmm, Good Vibrations."

Lovette–Indiana

#0705

"My first ride on a Harley made me wet. Although I left a small wet spot on the seat, and had just met the guy that day, it didn't stop him from riding me all night!"

Z–Massachusetts

#0606

"My first ride was exciting. The rush of the wind and the thrill of all the speed have kept me hooked ever since."

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #370 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes June 1, 2004. The voting deadline for this month's crop of cuties is June 30, 2004. We'll announce the winner in the December 2004 issue.

Here she is, your March 2004 monthly Fox Hunt the MILF of the Midwest, Melinda, No. 0304 from Nebraska. Come back and see a lot more of her next month!

373

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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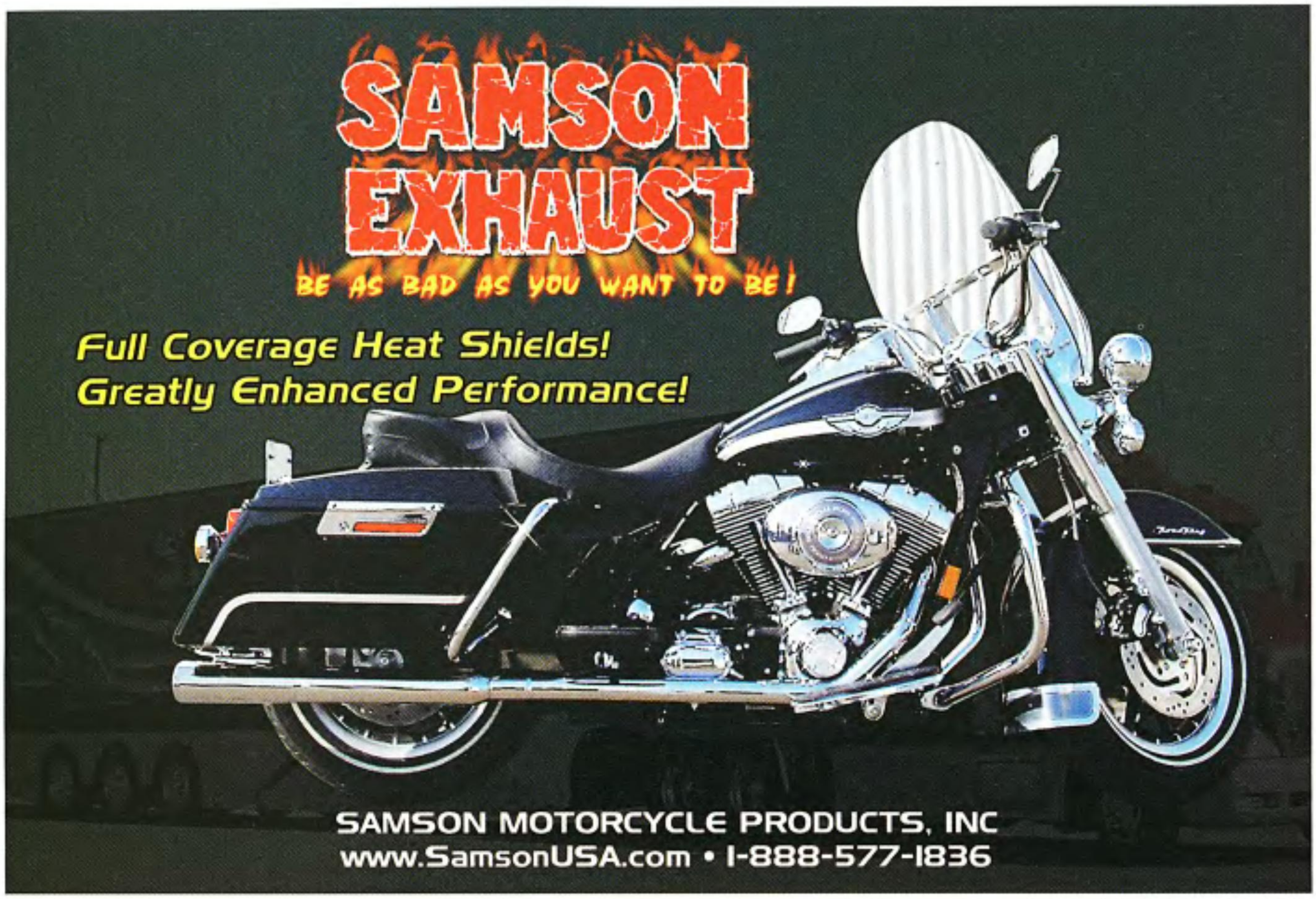
Model's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Date of Birth ________ I am ________ years of age
I will pose nude ________ Topless only ________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City ________ State ________ Zip ________
Daytime Phone (   ) ________ Evening Phone (   ) ________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.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WHEEL CLEANER
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THE ULTIMATE BIKER REALITY TV SHOW

Build Your Own Bike

Anyone who rides a bike and owns a TV knows that "reality" motorcycle programs are off the charts, but now there's some serious competition and a wild new approach thanks to a high-octane director and a skilled master builder. The working title of their show is *Build Your Own Bike* (B.Y.O.B) and we're not talking Jack Daniels in a paper bag.

The idea for the show roared out of the head of film director Scott Gillen who makes high-energy commercials for television. Scott works at a company called A Band Apart owned by Quentin Tarantino and Lawrence Bender, director and producer of *Pulp Fiction* and *Kill Bill*.

Says Scott, "I was watching the shows already on television and thought, well, you always know these expert guys are going to beat the clock and finish the bike they're building so what's the deal. So I thought, what if we take a nobody right off the street and throw him into a custom bike shop with all the pressures and tell him if he can build a bike in 30 days, the same time frame as the other shows, and if the bike was up to snuff with the pro builders, then the bike would be his, free and clear? We'd pay for all the parts but the guy would go through whatever he had to get the job done by himself." If he was to align himself with the shop guys his chances would be better, if not...oh well.

Working with A Band Apart Executive Producer's Jeff Armstrong and Kevin Brown, Scott interviewed a wide range of custom builders around the country before the *B.Y.O.B* team chose Russell Mitchell at Exile Cycles. "Russell's energetic, has a good vibe, and has the English thing going," Scott explains, "so our company loved him for the concept plus his bikes are clean and yet kind of nasty."

After locking in with Russell, the TV crew began interviewing about 100 guys who signed on to try their hand at building a bike for the pilot show. Knocking it down to the final three, they finally picked Seth Stockton. He was told the concept of the show but was kept in the dark until the last minute as to what shop he'd be going to.

Seth had no idea of what he was going to build but had to come up with a design on the day he met Russell at Exile. "He walked in and loved the place since he likes Russell's bikes," Scott says.

Scott, having built a number of bikes himself as well as being a director, added significant input for the bike's design. "I had to come up with a bike that had a lot of pop to make sure my show was a success," Scott says. "I did not tell Russell what to build, but rather made sure that the bike was different from the rest of the bikes that Exile had already made. Since we wanted to spin off something from Exile's traditionally flat black bikes, we went red and it turned out right on the money. The other part of the show's criteria was that once committed to the bike's design; there would be no changes to the plan…no matter what happened."

A number of companies stepped up to the plate including S&S, Baker, JIMS, Daytec, SJB, Custom Chrome, Metzeler, TP Engineering, Primo and Avon and in effect sponsored the show by supplying parts for the project. The contestant was given a set of tools, a lift and all the parts he needed. He had to assemble his own rims and hubs, lace the rims, mock up the bike completely, and totally build the whole thing. A talented seat builder named Pascal did make a custom seat and all the bodywork was prepared by Andrews Powdercoating.

Now here's the cruncher. When we asked Scott, so this guy Seth knew how to wrench and already had put a bike together, right? Scott laughs and says, "So he said. There's the key turning point. The biggest problem was that he lied. Russell would have figured it out, but he wasn't part of the interviewing

process. So the guy comes in Mr. Big and after some consultation he's going to start wrenching away. Then it took like seven days for him to do absolutely nothing. Of course, we're riding him on the side every time he makes a mistake. Meanwhile Russell's building bikes and shipping parts and it's not his responsibility to help build the bike.

"Now the guy starts making every mistake you could make. It actually turned out pretty fantastic. You have to see it to appreciate it. He's dropping parts and dinging the hubs and about everything else including almost nearly electrocuting himself with the welder. First it was funny, and we all laughed, but after a while it started to be irritating. But we let it take its course, and about a day and a half before completion, he broke down in tears, gave up and walked out.

"Russell stepped in and completed the bike and it turned out great. In a nutshell, that's the thrust of the show. The bike is great, looks great and runs great. All the sponsors were fantastic and it all worked out, maybe differently than we thought, but it had its own life. This is a show the average guy can identify with and literally get involved with. And it all makes for the best TV you've ever seen."

By the way, they've already picked one of the next contestants. It's a girl, and she happens to be a serious bike wrench and an ex-Playmate. Need any more reasons to watch? Look for *Build Your Own Bike*, coming to a cable TV network near you.

—Paul Garson

Owner: B.Y.O.B.
City: Los Angeles

General
Designer: B.Y.O.B./Exile Cycles
Fabrication: depends at what point in the show
Year and make: 2003 B.Y.O.B./Exile Custom
Model: 2003 B.Y.O.B./Exile TV bike
Assembly: Exile
Time: 30 days
Chroming: n/a

Engine
Year: 2003
Model: S&S
Rebuilder: S&S
Ignition: S&S
Displacement: 124 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S Super G
Air cleaner: S&S
Pipes: Samson

Transmission
Year: 2003
Modifications: Baker
Shifting: 6-speed

Painting
Painter: Andrews Powdercoating (Hawthorne)
Color/type: red and black
Type: powdercoated
Special paint: nearly invisible

Frame
Year: 2003
Type: Daytec/Exile Cycles
Rake: 40 degrees
Stretch: 1-inch on backbone
Modifications: Exile

Accessories
Bars: Exile
Handlebar controls: Performance Machine
Fenders: Exile
Headlight: SJP
Taillight: Exile
Front pegs: Exile
Gas tank: Quickbob by Exile
Oil tank: Exile
Oil system: Exile
Seat: Pascal
Grips: Exile

Forks
Type: SJP Tech Glide
Extension: 4 inches over
Builder: SJP
Special Features: Exile

Wheels

Front
Size: 21 inches
Wheel: Exile
Tire: Avon
Brake: Exile

Rear
Size: 18 inches
Wheel: Exile
Tire: Metzeler
Brake: Performance Machine

Photographer: Rick Hustead

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– Bill Credle
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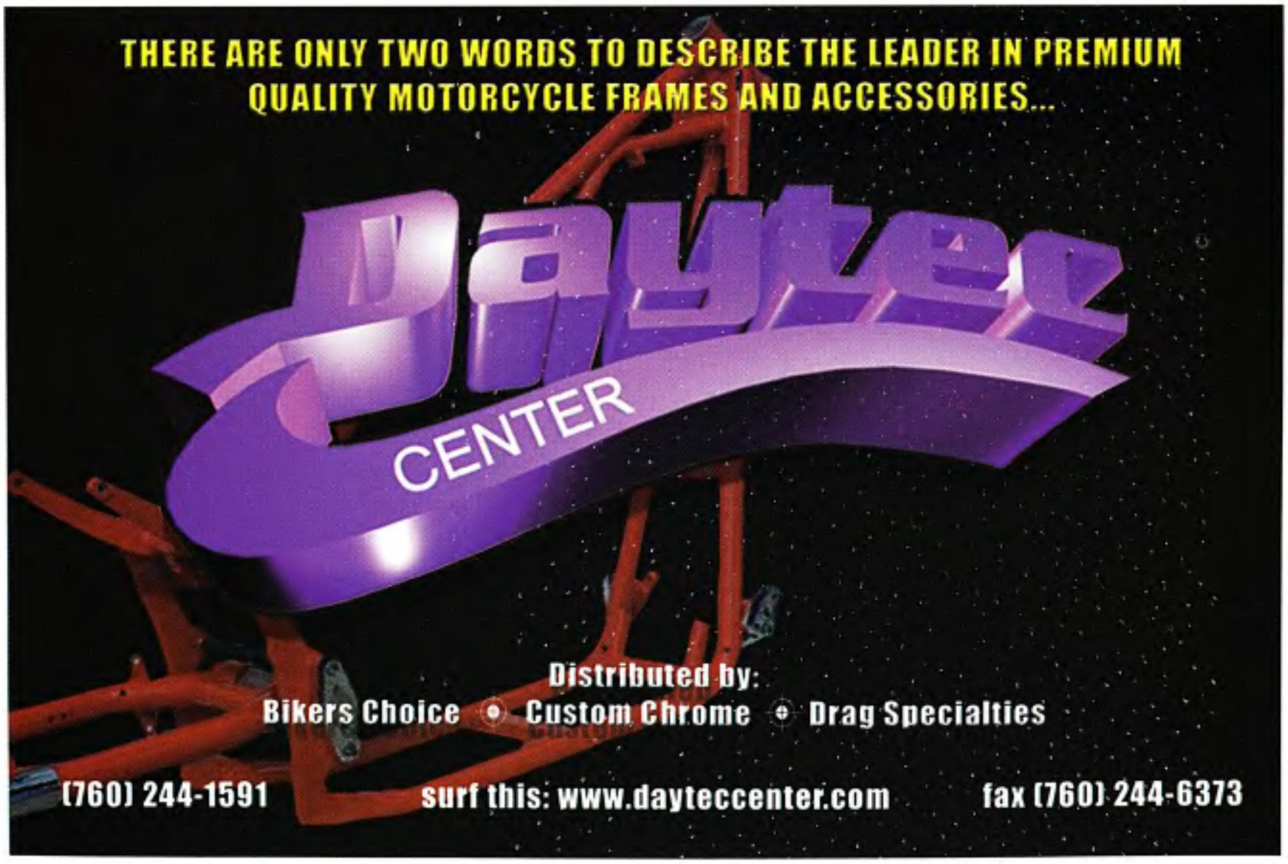

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CYCLES CARS AND STARS

Back in September, our sister publication *V-Twin*, sponsored this celebration of custom cars and bikes in beautiful Ft. Lauderdale, Florida. The event was put on by Rick Case Auto Dealerships and included 12 hours of live music and good attitudes. Our Sunshine State photographer, Don Rogers was there to capture the fun and found a few new customs to add to these pages.

Though the southern Florida skies threatened rain, this event turned out to be a rip-roarin' good time. Famous custom car and bike painter Greg of Akron was on hand to pinstripe your putt, for $5 you could enter a raffle to win a new Honda SUV or bike, and also enter your bike in the bike show competition. Awards went

out for best Harley custom, Sportster, dresser, vintage bike, trike, as well as Best of Show and People's Choice classes. There were separate awards for metric customs and Meguiar's offered a Best Paint award in both American and metric classes.

For more information on upcoming Rick Case bike and car shows visit their Web site at www.rickcase.com or call Angela Pecorino at 954-377-7419.

—Phantom

Photos: Don Rogers

V-Twin

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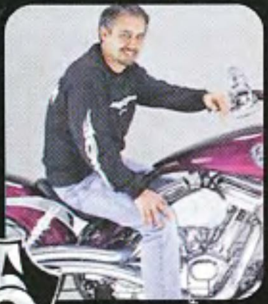

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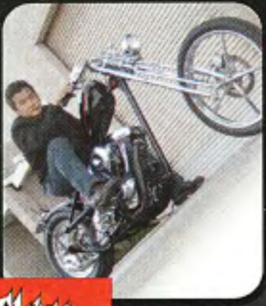

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EASTSIDE'S CASINO BIKE IS A HIGH ROLLER

Place Your Bets!

Out on Dick Pond Road in Myrtle Beach, South Carolina, there is a quiet little custom bike shop that has been making some big noise. Since 1995, Billy Hudson can be found running the one-man show known as Eastside Choppers.

Billy thought it would be cool to do some airbrush art on sheet metal and make a few coins, but he always knew he could do any kind of motorcycle work anyone asked him to. What started with a request to paint a frame soon turned into the job of stretching a tank, and in practically no time at all, Billy was building five or six ground-up custom bikes a year. He is literally at work in his 4,000-square-foot shop every day and usually doesn't leave until around 8 p.m. Billy puts it this way, "Everything is done right here, which is your guarantee that everything will be done right here."

Billy told us it seemed like everyone was asking him if he was going to have his own TV show like some of the other bike builders. The idea did cross his mind, but it seemed like a rather large bet to cover. Over the next week, Billy called some of his friends to the card table and told them about his idea. Everybody that Billy talked to was ready to ante up and play, and that is how this "Casino" bike got dressed for heavy action and came to be Billy's winning bet. It was fate that he would find the luck to tape his own TV show, *Eastside Choppers: The Series*.

Brett Smith at S&S kicked in a killer 96-inch Super Sidewinder motor, and Bert Baker threw a 6-speed polished trans his way. Most of these guys wanted to trade their parts in exchange for commercial time on Billy's TV show. Vince and Mark from Redneck Engineering rolled their awesome Curve frame out of the barn and all the way over to Myrtle Beach where Billy had plans to take a great thing and make it even better.

Eastside Choppers took the design for a pair of Redneck Tiller handlebars and turned them into something that suited the Casino bike even better, then added a set of slickety smooth, extra-trick controls from Climax.

Keith Terry of Terry Components handed out some induction goodies to make sure the bike could breathe in properly. Headwinds shed some serious light on the road ahead by donating a headlight, while Fat Katz gave up a couple of finely finished fenders. Big Boar sent a battery, but forgot to send Billy an invoice for it, and it appears that there was a similar accounting epidemic at other places as well. We know it started over at Goodridge because a set of brake lines and cables just showed up one day. Soon after that, a box of pegs and controls from Accutronix, and a digital speedo from Dakota Digital were also delivered sans billing.

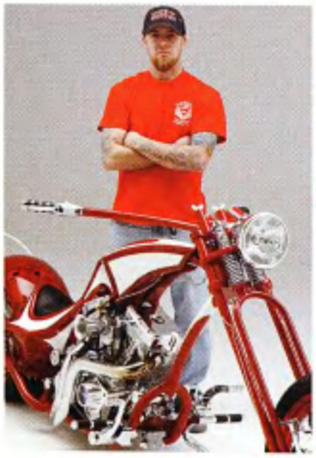
Mark at Hawg Halters made it possible for Billy to get this Casino bike to come to a stop and Pro-One put a very special treatment on these wheels, which were perfectly color-matched to a paint chip.

For your chance to watch one of the 12 episodes of *Eastside Choppers: The Series*, you'll have to visit their Web site at www.eastsidechoppers.com.

Billy's TV show was a big hit on the local scene, and he has plans to tape a second season soon. If you're lucky enough to find yourself in the Surfside area of Myrtle Beach, motor on down Dick Pond Road and drop in on Billy at Eastside Choppers. He has what it takes to turn any bike into a high roller.

Speaking of high rollers, how about Fox Hunt winner Kristin? The curvaceous Kristin hails from the friendly state—full of beautiful women—of North Carolina. Kristin was smart enough to attend our Charlotte Bike Show this year and promote her entry into the contest. Evidently many of you wanted to see more of this doll…and we're so happy you did.

—Cheeselog



Owner: ....Nick Fracavilla
City: Myrtle Beach, South Carolina

General

Fabrication: ......Eastside Choppers
Year/make: ....2004 Redneck Engineering
Model: .... The Curve
Assembly: ....Eastside Choppers
Time: ....6 months
Chroming: ....Advanced Plating

Engine

Year: ....2003 S&S
Displacement:........96 cubic inches
Cam: ....S&S
Carb: ....S&S
Pipes: ....Samson

Transmission

Year/make: ....2004 Baker

Painting

Molding: Tim Widener for Eastside Choppers
Painter: ....Billy Hudson of Eastside Choppers
Color: ..Kandy red over white flake
Type: ....House of Kolor
Special paint:..........."underlayed air brush" by Eastside Choppers

Frame

Year/make: ....2004 Redneck Engineering
Type: .... rigid
Rake: ....42 degrees
Stretch: ....6 inches
Shocks: ....It's all quite shocking
Modifications: ..Eastside Choppers

Accessories

Handlebars: ......Eastside Choppers
Risers: ....none
Handlebar controls: ....Climax
Fenders:..............Fat Katz/Eastside Choppers
Headlight: ....Headwinds
Taillight: ....Choppers Inc.
Pegs: ....Accutronix
Foot controls: ....Accutronix
Gas tank: ....Eastside Choppers
Oil tank: ....Eastside Choppers
Seat: ....Hot Tails
Grips: ....Climax

Front end

Type: ....Springer, 14 inches over
Builder: ....Redneck Engineering

Wheels

Make: ....Pro-One
Hub: ....Pro-One
Size: ..18 x 8.5 rear, 21 x 2.15 front
Tires: ....Avon
Brakes: ....HHI
Model: ......Fox Hunt winner, Kristin
Photos: ....Aaron Stevenson

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CLUTCH HUB PULLER 22.38 up
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FLT-FXR STABILIZER BAR 24.34 up
FLT-FXR MOTOR MOUNT 19.54 up
BARE BONES SEAT 99.83 up
WHEEL PULLEY 143.94 up
GENERATORS BLACK 99.78 CHROME 124.40
FRAME COVERS 27.54 up
CABLE CLAMPS 6.94 up
COIL COVERS 7.87 up
CHAIN DRIVE PRIMARY KITS 753.59 up
PRO CLUTCH 394.84 up
CHROME AXLE KITS 23.99 up
TAPPET BLOCKS SHOV 81.33 up EVO 97.94 up BILLET 181.24 up
3" BELT DRIVE KIT 1125.47 up
ROD SETS 131.16 up
BRAKE TEE 8.76 up
M/CYLINDER 34.89 up
CALIPERS 112.64 up
FLOOR BOARDS 31.20 up
FXST PIVOT BOLT COVERS 7.78 up
AXLE COVERS 6.51 up
TRANS. ADJUSTER 17.62 up
TRANS. MOUNT PLATE 11.03 up
STARTER MOTORS BLACK 106.66 CHROME 116.46
FRT FENDERS 23.46 up
TIRES C-SHIN 24.49 up KENDA 38.45 up MAXIS 40.37 up AVON 54.94 up
BREATHER GEARS STOCK 39.94 up S&S 44.83 up
IGNITION SWITCH 16.60 up
RAIL GRIPS 13.66 up
HEADLAMP ASSY. 85.46
THROTTLE 7.82 WITH GRIPS 13.56 up
REAR FENDERS STEEL 18.94 up STRUTLESS 178.36
ANTI-VIBE PEGS w/HEEL STIRRUPS 48.84 up
LIGHT HOUSING 101.76
POINTS CONVERSION KIT 28.26up
CHROME BILLET LOWER LEGS 312.94 pr.
H-BARS 14.93 up
FENDER STRUTS 43.59 pr. up
FAT BARS 68.54 up
T-BARS 49.94 up
MIRROR CLAMP 6.60 up
HEAD BOLT COVERS 12.06 up
AXLE PLATES 11.62 up
FORK TUBES 62.03 up
SPEEDOMETER DRIVE UNIT 19.54 up DRIVE COVER 6.20 up
SHIFTER BRACKET 19.54 up
EXHAUST SYSTEMS SAMPSON 202.45 up VANCE & HINES 259.84 up PYTHON III 289.84 up SUPER TRAPP 369.84 up WHITE BROS 389.84 up
KICK PEDAL BLACK 6.49 up RAIL 16.04 up
REAR GUARDS BELT 18.60 up CHAIN 27.38 up
HEAVY DUTY CYL. BRACE 19.42 up
BILLET MASTER CYLINDER 85.05 up
KICK STAND KIT WITH MOUNT
26.75 up 38.16 up
THUNDER JET 44.84 up
MINI GAUGES 29.23 up
FOWARD CONTROLS CHROMED BT-XL 67.13 up EVO XL 1986-UP 210.54 up
CHAPS 49.94 up
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ERIKA STEELE

Farewell Ms. Easyriders 2003

Another year has come and gone and, just as fast as she appeared, it's time for us to bid Ms. Erika Steele, Ms. *Easyriders* 2003, a fond farewell. But before we do, we wanted to give you all one last look at her and her custom V-Rod. That's correct, Erika owns and rides her own bike…she doesn't just pose on them.

This has been a rough year for Erika. Shortly after accepting her crown as Ms. *Easyriders*, she was out performing and some asshole made off with her car and trailer. Tough break? Well, considering the fact that the scumbag made off with all of her stage costumes and props and much of her promotional materials was bad enough. However, they got themselves a bonus…her brand-new V-Rod. Many thanks to her insurance agent for pushing the insurance on her to begin with. With that fiasco behind her, she embarked on a mission to represent our company to the best of her abilities.

Purchasing a new V-Rod, she enlisted the help of Kim Suter of KC Creations, who did everything he could to reproduce Erika's likeness and proudly display her title on her new bike, which she rides as much as possible.

Some scheduling conflicts kept Erika out of Sturgis this year, however, she did travel the country performing at many clubs and making several other appearances as Ms. *Easyriders*, including the Daytona and Myrtle Beach rallies. So, due to said conflicts we teamed her with the incredible Michael Lichter for these shots to showcase the bike and, of course, the lovely Erika.

Fear not, it's not the last time you'll ever see Erika. Make sure you check her out on her Web site www.ClubErika.com to find out about her appearances around the states, where you can get an up close and personal look at our former Ms. *Easyriders*. Good luck Erika on all your future endeavors, from all of us at *Easyriders*. —*Oil Can*

Expert airbrush art by KC Creations.

Photos: Mike Lichter

JOHNNY COME-NOT-SO-LATELY

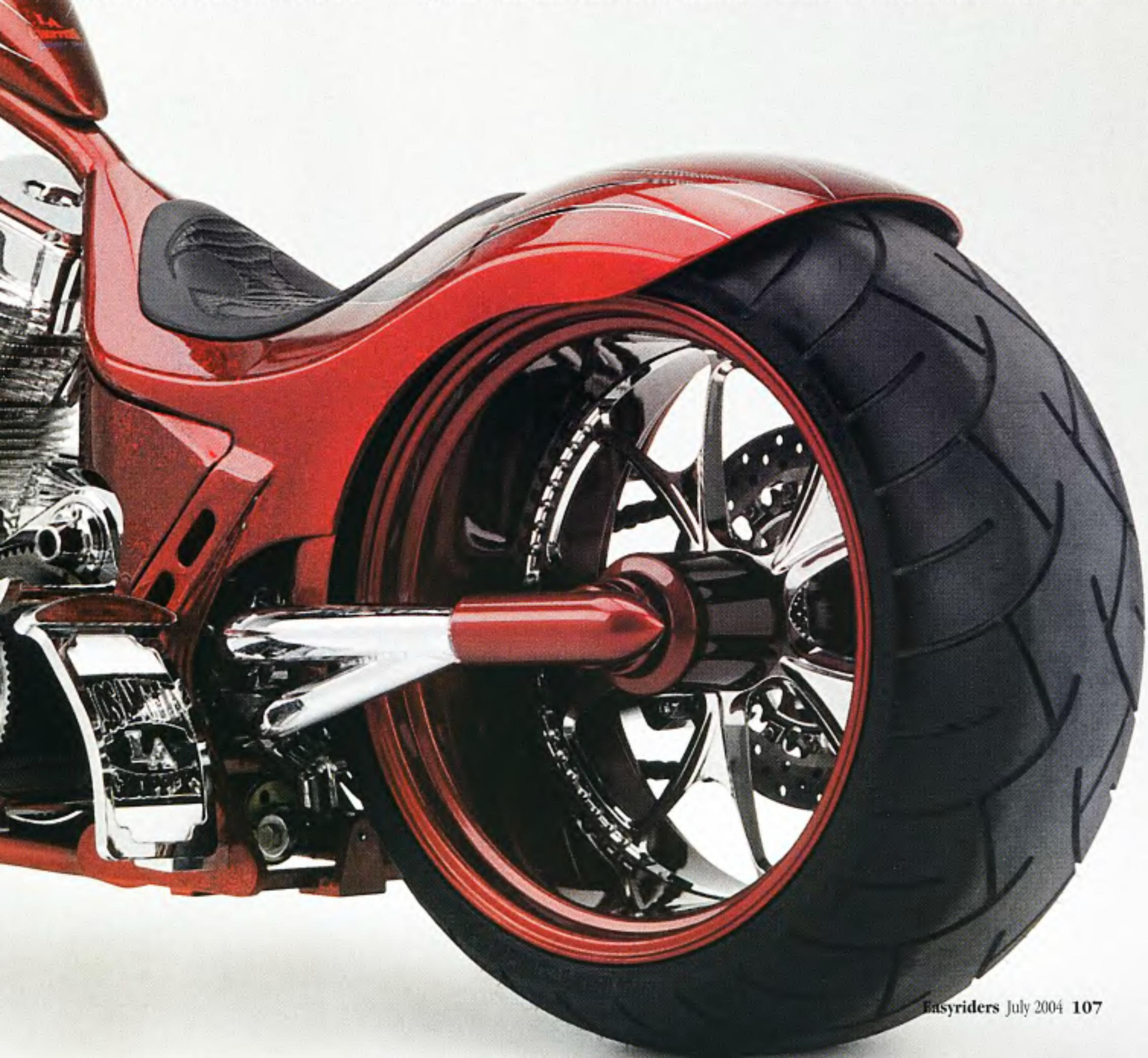
WITH A TRIBUTE TO THOSE THAT HAVE COME BEFORE

Johnny of L.A. Choppers built this bike originally under contract with Metzeler Tires to show the possibilities of their new 280 tire. Metzeler huddled with 10 top builders around the country and asked them to design bikes to showcase their new product. To accommodate a very tight show schedule, each builder was given a scant two months to finish their vision. Obviously the competition was between a select few builders, the few who had virtually unlimited frame building capability, were known for their maximum creativity and could work with Metzeler in a tight turnaround.

Johnny rose to the challenge; he was determined to build a bike that stood far out in front of the pack. He wanted a bike with a retro-cool feel, but with all the benefits of the modern technology available. This, he says is the essence of what L.A. Choppers is all about anyway. He also says he didn't want the bike to be just another "trophy bike," it had to be radical, but also rideable.

They busted out a custom frame to show off the new tire in-house, with a molded in fender and seat pan to give it a little bit of flash. Perse Performance provided the Chopper Hex Twisted front end, which Johnny desired. One of his pet peeves is stretched frames that require the bars to be pulled back so long that it defeats the point. Whether the owner rides his bike around the block or across country, Johnny endeavors to design custom bikes that are meant to be ridden hard.

The motor is a 124-inch S&S that he built himself, drawing upon years of Top Fuel drag racing experience. Johnny's many trade secrets went into the design of the motor, from a custom ground cam to a specially modified S&S Super G carb with all the L.A. Choppers peromance tweaks.



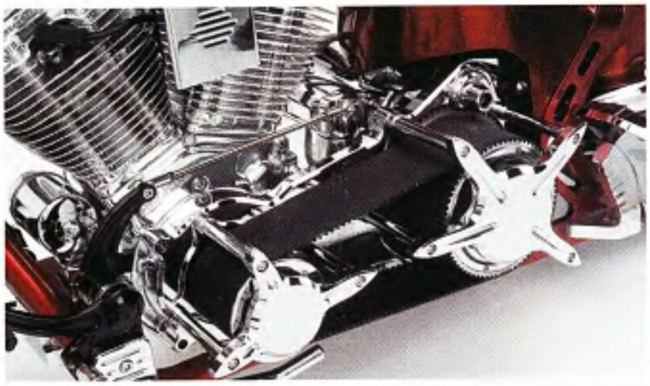
The dyno shows 150 horsepower to the rear wheel, with 160 foot-pounds of torque. To deliver that power, Johnny ran one of Kenny Boyce's 4-inch belts with a Barnett Scorpion clutch, through Bert Baker's 6-speed right-side-drive transmission.

His painter, Chapo Visions, was entrusted with the task of coming up with the ultimate retro paintjob, and he didn't disappoint. Using some gigantic 0.60 flake from Old School Flake, www.oldschoolflake.com they mixed up a special blend with House of Kolor transparent Kandy red paint he calls Corn Flake. The Old School Flake is so big that it requires a special gun to apply. It's blown over a wet clear coat, rather than mixed in the clear. This allows an even application of very large flakes, while minimizing stacking. Plus, whatever material you don't use goes right back in the can, reducing waste.

Johnny may be only 34 years young, but he tells us he started working on bikes at the tender age of 14. So, for 20 years he has been continually honing his craft. But Johnny is also mindful of the legacy of those that came before. It chaps him to think that people tend to forget the guys who paved the way from the beginning, like his heroes, Arlen Ness, Dave Perewitz, Ron Simms, and Donny Smith; guys who have paid the dues and he's determined to see them get their credit. So, it's to guys like these that Johnny has dedicated his awesome bike.

For more info call 626-331-6655 or visit the Web site www.lachoppers.com.

—Kit Maira



Owner: L.A. Choppers
City: Covina, California

General
Fabrication: L.A. Choppers
Year/make: 2003/Special Construction
Model: 280 Fatlanta
Assembly: L.A. Choppers
Time: 2 months
Chroming: L.A. City Chrome Plating

Engine
Year: 2003
Builder: S&S
Displacement: 124 cubic inches
Cam: special grind for L.A. Choppers
Carb: modified S&S Super G
Ignition: Dyna 2000
Pipes: L.A. Choppers

Transmission
Make: Baker
Year: 2003
Shifting: 6-speed
Special Features: right-side-drive

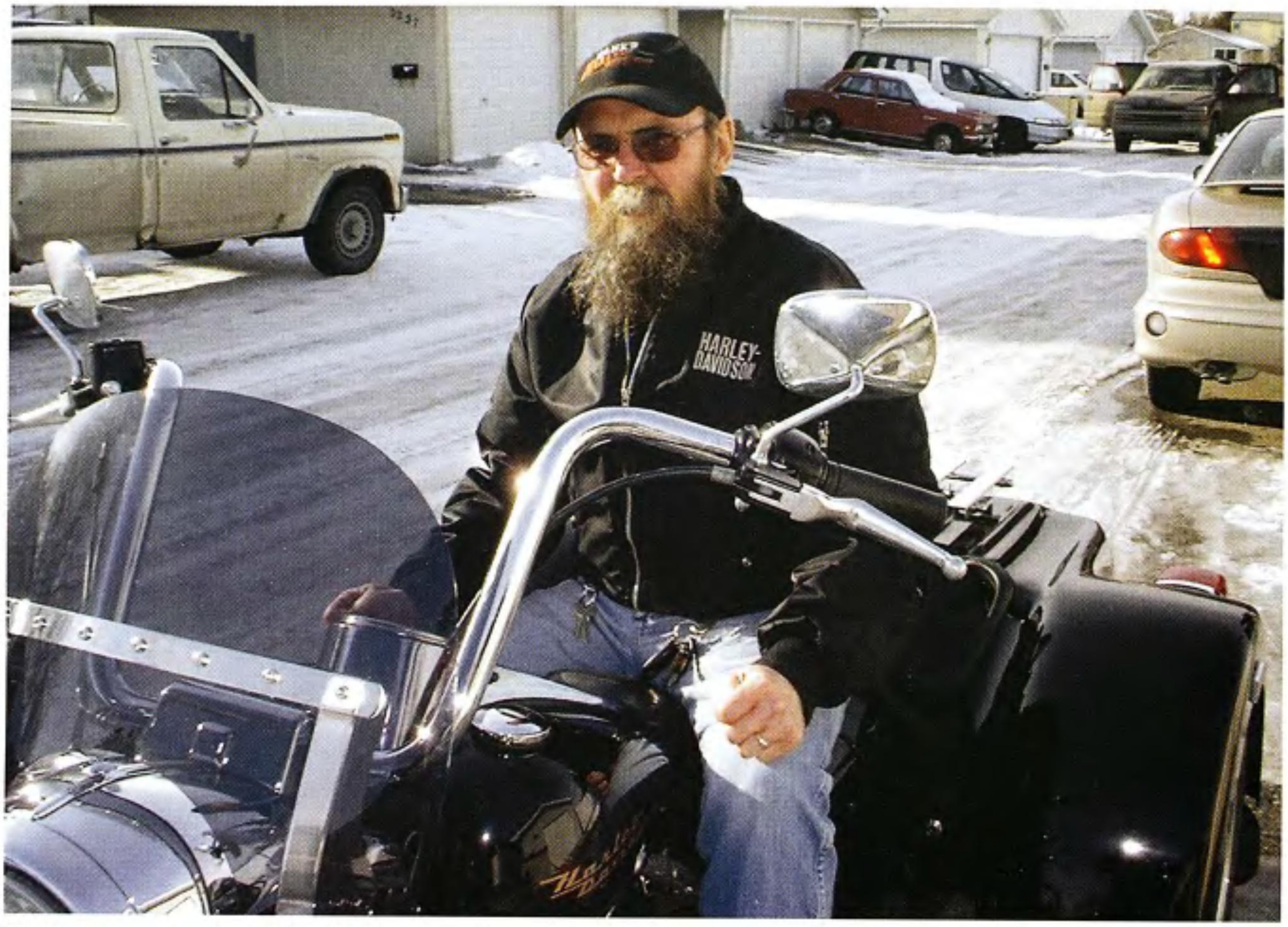
Painting
Molding: Chapo/ L.A. Choppers
Painter: Chapo Visions
Color: red Corn Flake
Type: House of Kolor
Special paint: black flames

Frame
Maker: L.A. Choppers
Type: L.A. Choppers hidden-shock, drop seat
Rake: yes
Stretch: yes
Other alterations: designed around 280 tire

Accessories
Handlebars: L.A. Choppers BFL
Risers: 1-piece, 4 inch
Handlebar controls: Performance Machine
Fender: L.A. Choppers/ Fat Cats
Headlight: Headwinds
Taillight: custom billet
Speedo: what's that?
Pegs: Performance Machine
Electrics: L.A. Choppers
Foot controls: PM
Gas tank: L.A. Choppers 44 oz
Oil tank: L.A. Choppers
Oil system: L.A. Choppers
Seat: High End Products
Mirrors: Performance Machine
Grips: Perse Performance

Front end
Type: Chopper Hex Twisted
Extension: 14 over
Builder: PersePerformance

Wheels
Size: 21 front/ 280 rear
Hub: Performance Machine
Rim width: 1.15 front/ 10.5 rear
Tires: Metzeler
Brakes: Performance Machine
Photos: John Wycoff



Roger McDonald: An Original

Life is strange. We all roll along, laying down tracks and rubber and mortgage payments and gray hair. We have good days and bad days. We ride hard. We get caught up like a cork in a whirlpool spinning seemingly out of control. We don't enjoy as much as we should and we worry more than we need. We spin our wheels, pray for traction and maybe a road sign to help us find our way.

But every now and then something happens that can change our perspective. A wake up call. We've all been there. Maybe you have a near miss on the highway and thank God you're still upright. Maybe a stranger lends you a hand when you most needed it and asks nothing in return. Or maybe, if you're lucky, you meet somebody who makes you a better person just for having met him or her.

Roger McDonald isn't one to sit back and wait for life to come to him. He believes in getting the most out of life. And although you might have to drag it out of him, his list of accomplishments is long. He's an old-school biker who lives to ride and rides to live.

Roger started out in the saddle in 1965 and still does about 10,000 miles a year on his '99 Road King. A 16-year veteran of the Sturgis Rally, he's traveled extensively in Canada and the U.S. and has seen more of the world than most. He's an all-weather man who rides way too late into the winter and begins way too early in the spring.

Roger's been married 32 years, has an adult son and a grandson who can't hide his excitement at the sight of Grandpa. Despite being a bit of a badass in his younger days, he's proud of the fact that he's been clean and sober for 10 years. He wears tattoos of barbed wire on one arm and chain links on the other to signify the pain of addiction and the strength he had to muster to beat it.

A 1953 panhead was Roger's first Harley that he bought in the early-'70s and he's been hooked on Harleys ever since. His eyes light up when he talks about the highway. It's where he's most comfortable and most wants to be. He loves talking about the road, the trips he's done and the ones he plans to do.

Actually, if you were to see Roger on his scoot out there on the highway, you might not suspect there was anything to set him apart from any other biker. Except for the fact that his Road King is a trike conversion and there is a wheel chair rack on the back.

In 1998 Roger was diagnosed with multiple sclerosis (MS), a condition that messes with your nervous system and mixes up the signals to your brain from the different parts of your body. He'd had a run in with MS 20 years earlier, but it had passed without much trouble. Then in '98 Roger started noticing some symptoms and a trip to the doctor confirmed it.

"It was hard at first," he told us, "you make all these plans for your life and the things you want to do, then something like this happens...but there comes a time when you gotta get your head out of your ass. You deal with it."

A lot of people wouldn't have dealt with it in the way Roger did though. In a world where people go on long-term disability if they get a hangnail, Roger didn't even consider quitting his job.

He kept right on working as a parts man for Calgary Transit in Calgary, Alberta, Canada, where he's been for 28 years. And he didn't quit riding either. He stayed on two wheels probably longer than he should have.

"When we'd go on a run I'd have to get somebody to ride ahead and get ready to catch me when I stopped, just in case. I'd think my foot was down, but sometimes it would still be on the footboard," Roger explains.

In 2000, Roger's wife Corrine, along with his oldest friend, Mick Cawthorn, owner of Kane's Harley-Davidson in Calgary, convinced Roger to have his Road King converted to a trike. Roger didn't agree easily, but eventually he and Mick personally delivered the bike to Lehman Trikes of Westlock, Alberta. A month later the end result was a beautiful three-wheeled conversion that Roger has been on ever since.

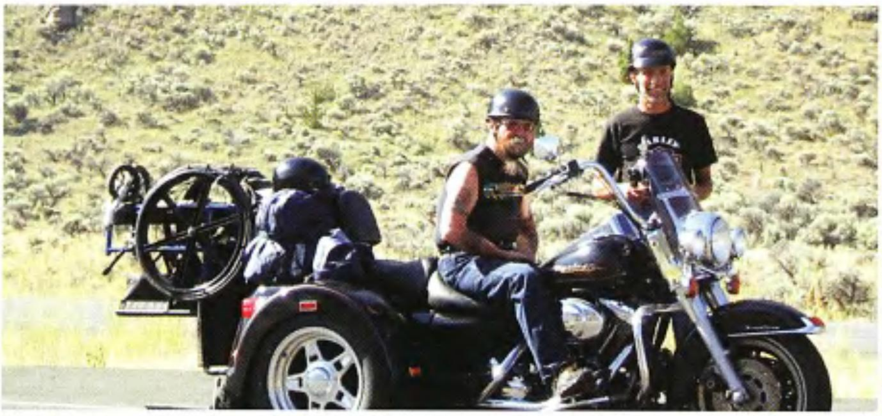
Actually, the first thing we noticed, even before meeting Roger in person, was the trike sitting in a handicapped parking space outside the transit barns. I'll tell you though, once you meet the man, you sure don't think of him as handicapped. Instead you find yourself inspired by him.

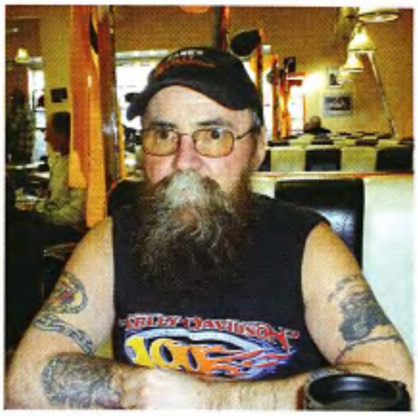
What makes Roger special is his attitude. He has a spirit that is bigger than canes or wheel chairs. Despite what life has thrown him, Roger exudes joy and happiness. He has inner strength and never-say-die attitude that takes your breath away. Just meeting him changes your whole way of looking at things.

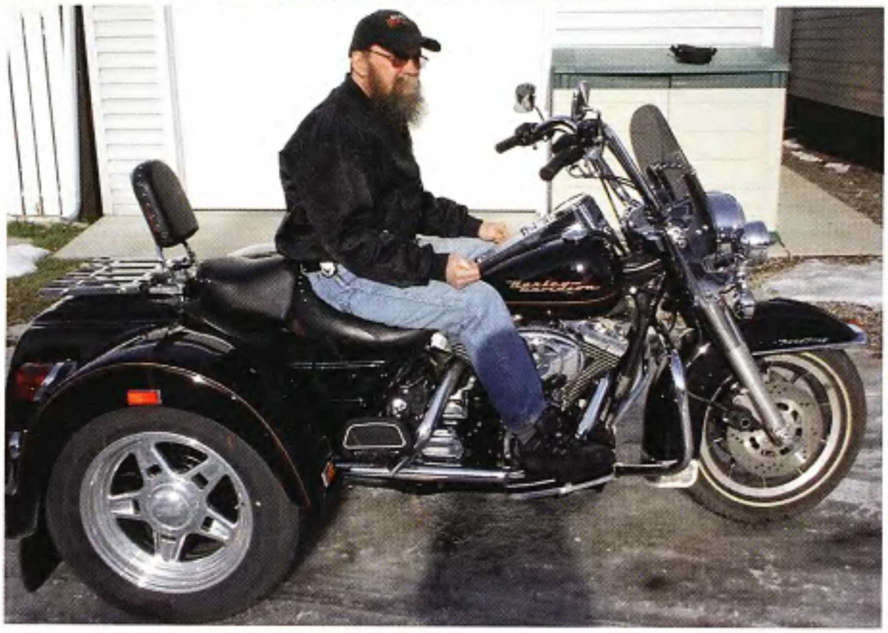
I asked Roger what his philosophy on life was; what keeps him going? His answer surprised me. He looked at me kind of funny, gazed across the room, took a sip of his coffee, shrugged his shoulders and said, "I don't really have one big philosophy. I got to get up this morning. Saw the grass from the right side. I hang in there one day at a time."

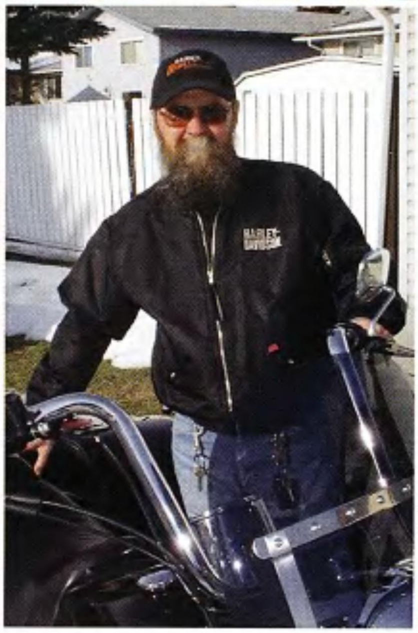
Mick has been friends with Roger for over 30 years. He was at Roger's wedding and the two still talk every day. He told me that in their younger days, he and Roger used to ride their bikes to play in hockey games out of town in the middle of winter. "So cold we thought we were gonna die," he says.

They are closer than most brothers by blood could hope to be and the bond they share is unbreakable. "Roger lifts me up," says Mick, "and I lift him up. I hope we can do that for the rest of our lives." Mick also confirms Roger's simple attitude towards life. "You've met him," Mick told us, "You know what keeps him going.









Photos: Greg White

It's his bike and his friends. It's not magic."

There's no doubt that Roger has friends. "If I have any trouble on the road all I have to do is make one call and there's people there with a trailer to pick me up," Roger says.

And it's not just his biker friends who are so loyal. In the winter his neighbors make sure the snow is shoveled so he can get his car out on the days too cold to ride to work. They scrape the frost off his windows so he doesn't have to. In fact, if you stand outside the garage at his house and shoot the breeze, everybody that drives by waves, and more often than not, stops by to say hello. It's a working class neighborhood filled with good people who honestly care.

For the most part, Roger tends to be philosophical about the challenges he faces. As he says, "Everyday you get up in the morning and say 'what's gonna happen today'? If it's a good day, you can probably thank yourself. If it's a bad day, you can probably blame yourself. It's all what you make it."

Roger has a way of getting the most out of all he's got. I asked Mick what he thought the future held. He pointed out the fact that Roger had ridden to work that Tuesday (a day that was well below freezing with more than a little ice lying around) and that's what he would keep doing. Keep riding, keep going to work, keep hanging out with the people he loves. Roger puts it simply, "What the hell are you gonna do…lie down and die?"

Mick says that the MS has "slowed Roger down physically, but sped him up mentally." Indeed, he may not be able to get to and from his bike as fast as he once could, and you can see sadness in his eyes when he talks about being limited in what he can do with his grandson. "I can pass on everything that I know to him, but I can't go out and play catch."

But what restricts him physically has been replaced with a palpable wisdom. Live every day, enjoy every day and don't let the little things get you down. I think if Roger is able to pass on to his grandson all that he's learned, he'll be one lucky little guy.

Probably though, the thing that struck us as the most impressive facet about Roger is the simplest thing about the man. He is a good person. He has a big heart. He didn't gather the circle of friends that he has by accident or good luck.

As we talked with Mick about the trike conversion on the Road King he summed it up better than anyone else could. "The best thing" he said, "about the whole conversion, was that I got to do another road trip with Roger."

The first time I sat down and got to know Roger, I called him the "Original Biker" referring to his years on the road and his dedication to a lifestyle he loves. In many ways though, he is. He's so much of what we all wish we could be: tough, loyal, a loving husband and respected by those who know him.

Roger is a solid brother and an example of what you can do if you put your mind to it. And he's not done yet. There are more roads he wants to travel, more miles to put under his belt, more adventures to be had. He told me that he's going to "ride 'till the cows come home."

Right on Roger, ride on. *—Greg White*

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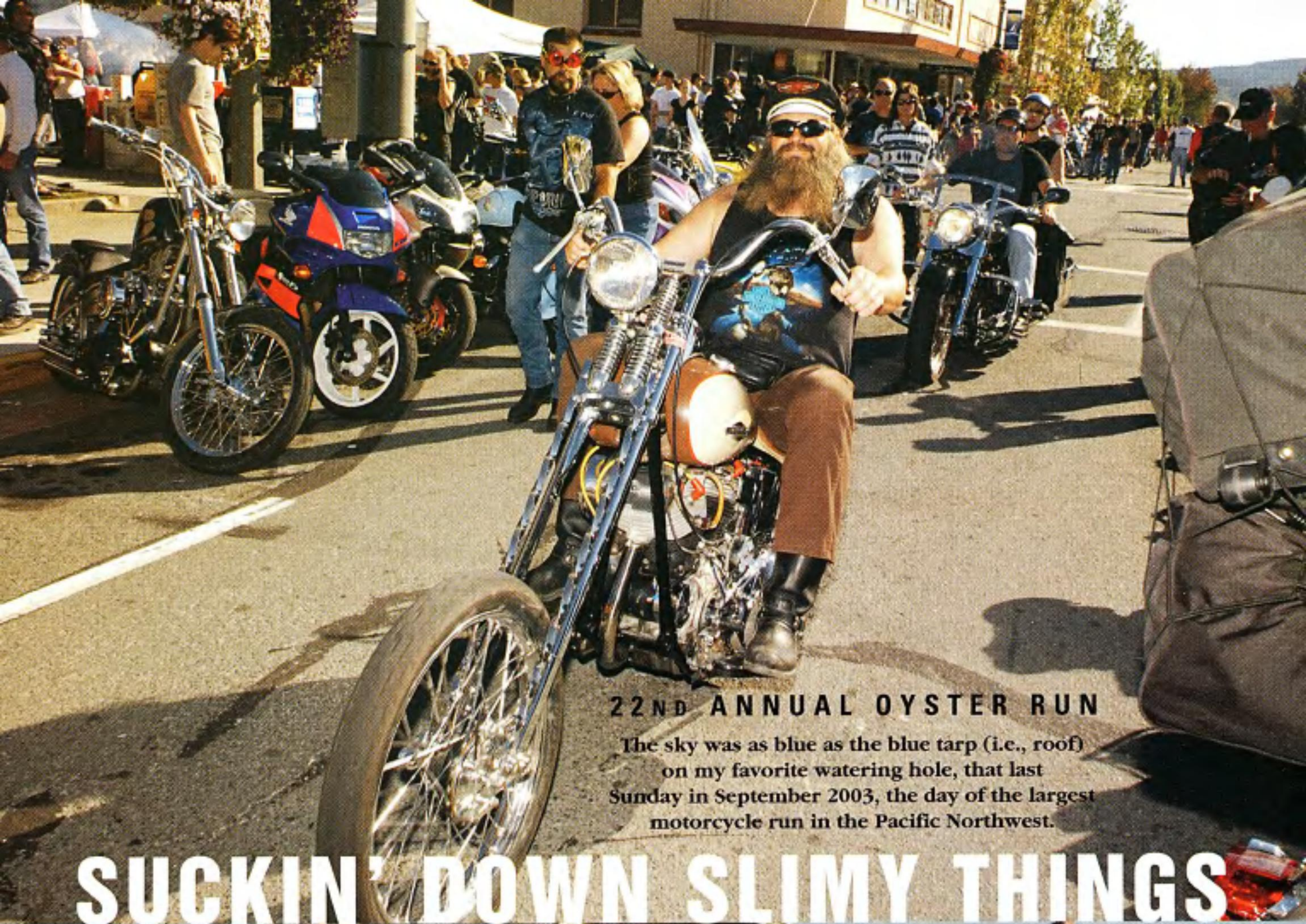


22ND ANNUAL OYSTER RUN

The sky was as blue as the blue tarp (i.e., roof) on my favorite watering hole, that last Sunday in September 2003, the day of the largest motorcycle run in the Pacific Northwest.

SUCKIN' DOWN SLIMY THINGS

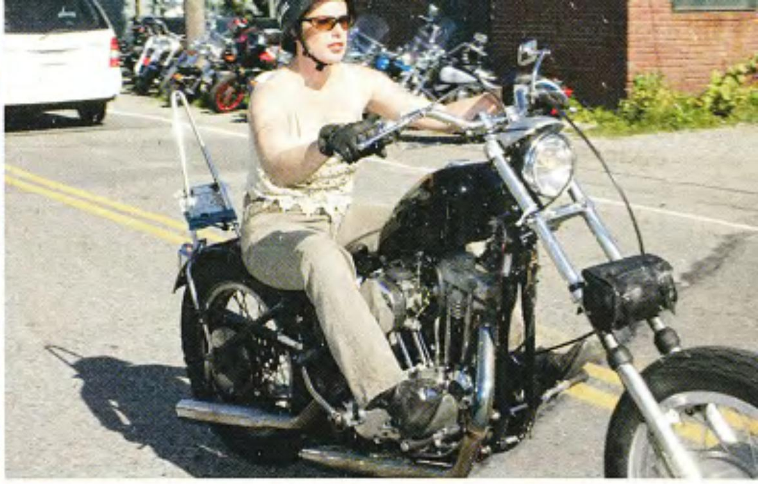
The 22nd annual Oyster Run brought more bikes than ever out to Anacortes, Washington, last year. The bright blue sky was the most obvious reason for the incredible increase in attendance. But also, the rising number of new riders joining in the fun and the growing number of women riders (the ones that have been in the scene but now have their own ride) added to the total, too.

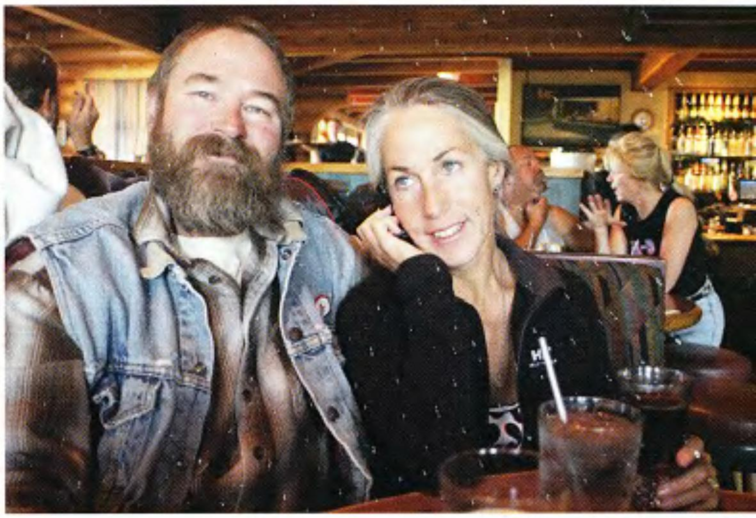
Interstate 5 was streaming with motorcycles by 8:30 a.m. In years past, when gray skies prevail in Seattle's morning light, there's hardly a bike to be heard by 10 a.m. This year though, chrome gleamed all the way to the "banana belt" where Anacortes resides in the rainy shadow of the picturesque Olympic Mountains. With Mt. Baker looming over the Skagit Valley from the north, temps approached 80 degrees.

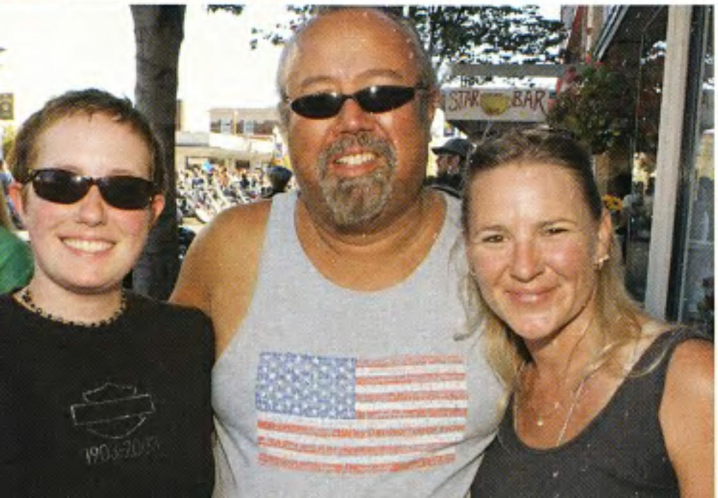
By late morning, the 10 blocks of downtown were jam-packed and a thick, two-lane trail of bikes stretched for miles out Highway 20, which connects Fidalgo Island and Anacortes to the mainland. Since not a cloud existed from Portland, Oregon, to Vancouver, British Columbia, the number of newbies out riding was at an all time high.

Case in point: I witnessed a group of seven sport bikes pulling a U-turn in the middle of a two-lane road, with a drop off on either side. The fear in their eyes indicated they had no idea where they were, where they were going or if they would

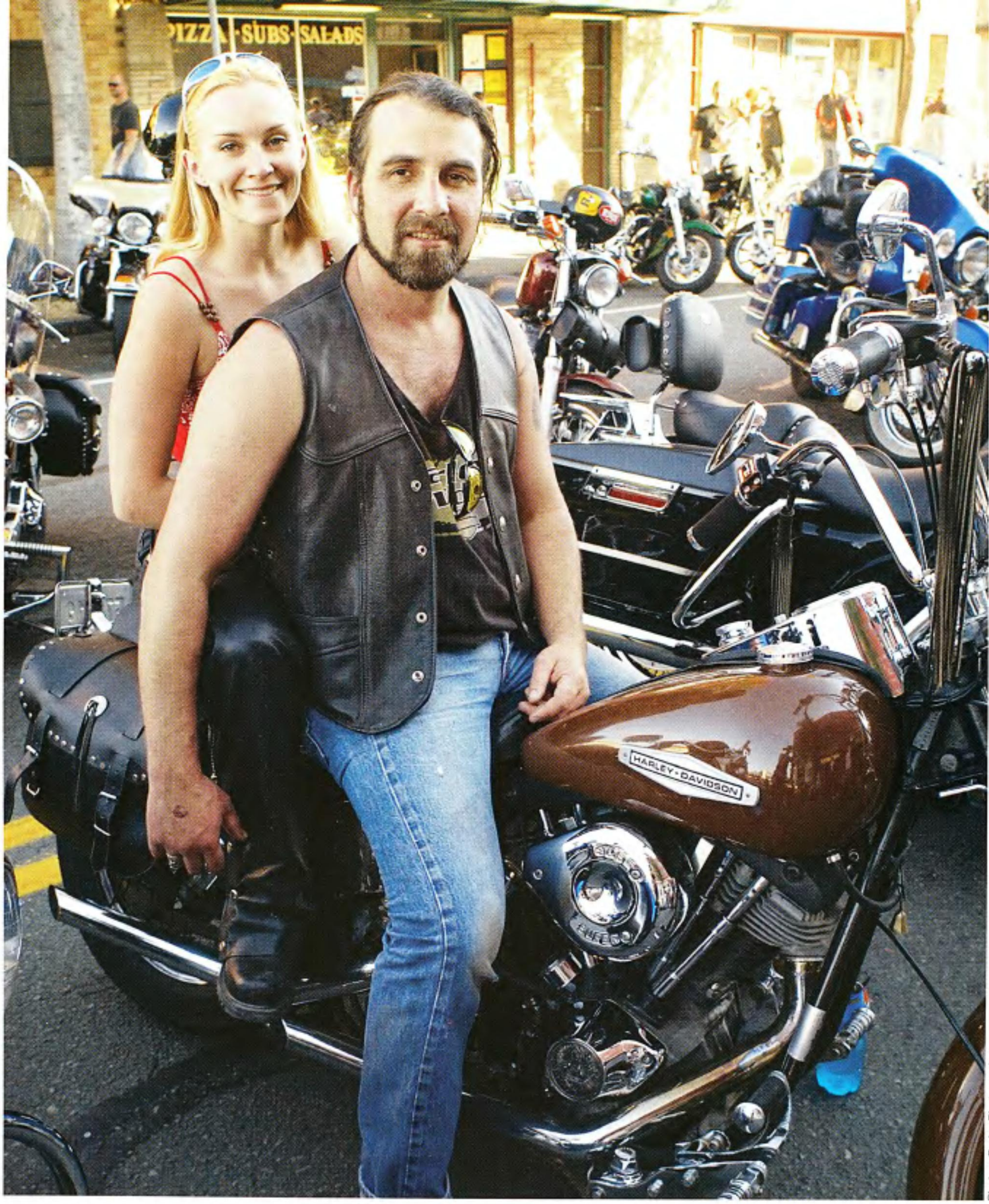
Laugh Because I'M Different,
Because YOU'RE All The







Corona



Photos: Derby Photography

stay upright as they literally tip-toed their bikes to face the other direction. Luckily no cars were approaching. I laughed as we zoomed by because all the roads in that vicinity lead to Highway 20 and the multitude of motorcycles.

Just as it is easy to spot the inexperienced riders, it's easy to spot the skillful ones. This year's gathering brought all types of riders and all types of scooters—from crotch rockets to baggers. More and more of the people parading through rallies are women, riding their own bikes rather than riding "bitch." This is as true in the Northwest as anywhere, and these women know how to ride. They're not on small, single cylinder machines, they're riding everything from V-Rods to big twins to full-on customs.

How many bikes this year? Tens of thousands of motorcycles roared through the fall foliage. All of us thrilled to celebrate the Indian Summer and the harvest of our favorite slimy mollusks. By nightfall though, the town was quiet again. Well, except for the few (hundred) bikes that stayed in town that night—out riding from the bowling alley to the casino, or to the corner store on a late night beer run. As always, the day that marks the end of the summer riding season in the Northwest, ends too soon, just like summer itself. *—Derby*

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1/3/2004	Dyno Drag Nationals - Pomona, CA
1/31-2/2	V-Twin Expo - Cincinnati, OH
2/13-2/15	Easyriders Bike Show, Columbus OH
2/22	Harley-Davidson of Miami - Miami, FL
3/12-3/14	Open
3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side Harley-Davidson - Bellevue, WA
4/9-4/11	Open
4/16-4/18	Cycle Center - Fremont, CA
4/22-4/24	Laughlin River Run - Laughlin, NV
4/29-5/2	River City Bikefest - San Antonio, TX
5/7-5/9	Mahrle Harley-Davidson - Battlecreek, MI
5/12-5/15	Bike Week - Myrtle Beach, SC
5/21-5/23	Brian's Harley-Davidson - Langhorne, PA
5/28-5/30	Bridging the Gap - Myrtle Beach, SC
6/4-6/5	Doc's Harley-Davidson - Kirkwood, MO
6/12-6/13	Gutteridge Harley-Davidson - Danville, IL
6/16-6/19	Laconia Bike Week - Laconia, NH
6/25	Big River Rally - Ft. Madison, IA
6/26	J&P Cycle - Anamosa, IA
7/1-7/3	Ernie Williams Harley-Davidson - Algona, IA
7/10-7/11	Gengras Harley-Davidson - E. Hartford, CT
7/16-7/18	Open
7/23-7/25	Bikefest - Carlisle, PA
7/2-7/31	Honda Homecoming - Marysville, OH
8/6-8/8	MidAmerica Moto Plex - Sioux Falls, SC
8/11-8/14	Full Throttle Saloon - Sturgis, SD
8/20-8/22	Matthew's Funmachine - Matthew NC
8/27-8/29	Hals Harley-Davidson - New Berlyn, WI
9/2-9/5	Abate of MN State Rally - Meeker Fairgrounds Litchfield, MN
9/9-9/12	Loess Hills Rally - Council Bluff, IA
9/17-9/19	H-D of San Jose - San Jose, CA
9/22-9/26	H-D of Reno - Reno, NV
10/1-10/3	Bikes, Blues & BBQ - Fayetteville, AR
10/8-10/10	Rio Grand Valley H-D, Pharr, TX
10/16	Jim's Harley-Davidson - St. Petersburg, FL
10/21-10/23	Biketoberfest - Daytona Beach, FL
10/29-11/1	Open
11/6	Stone Mountain H-D - Lilburn, GA
11/13-11/14	Bike Fest - Okeechobee, FL
11/19-11/21	Open
11/25-11/28	Happy Thanksgiving
12/3-12/5	Open
12/10-12/12	Open
12/17-12/19	Open
12/24-12/26	Merry Christmas
12/31	Happy New Year
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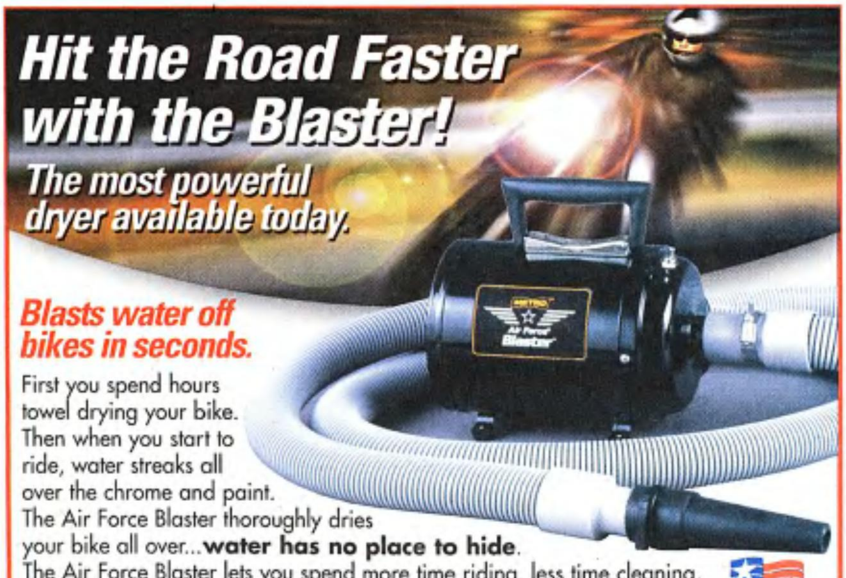

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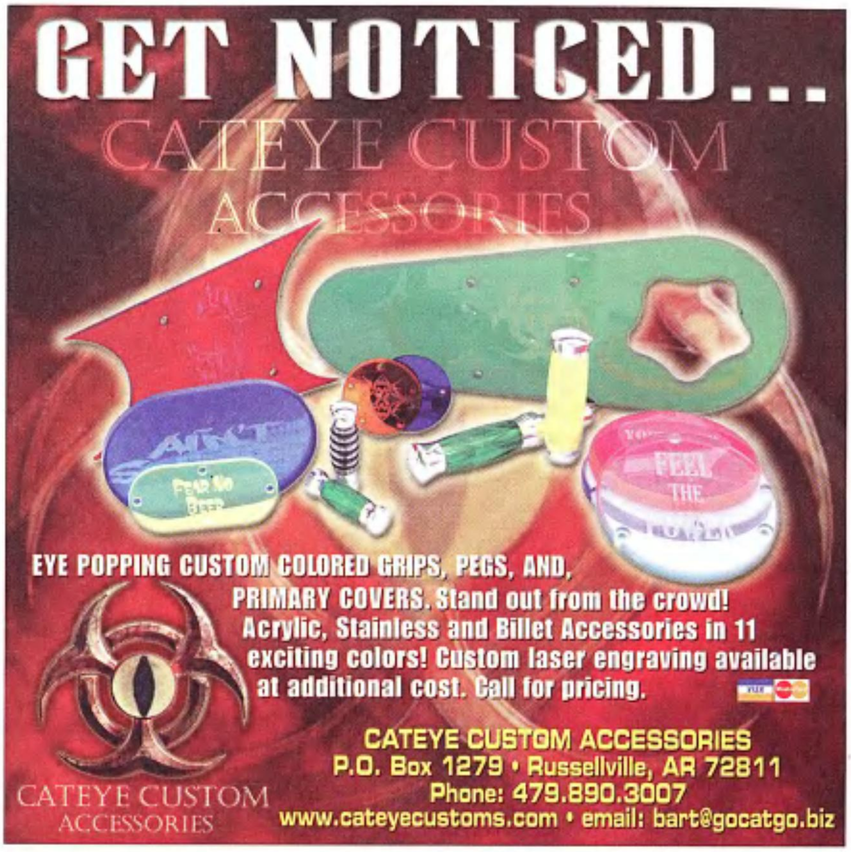

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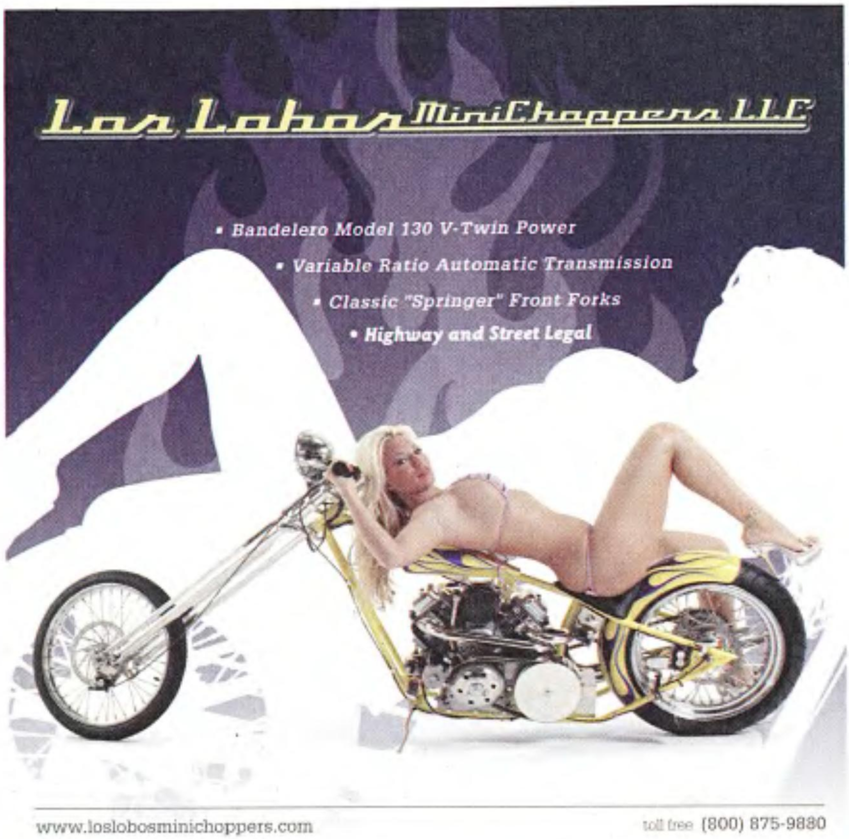
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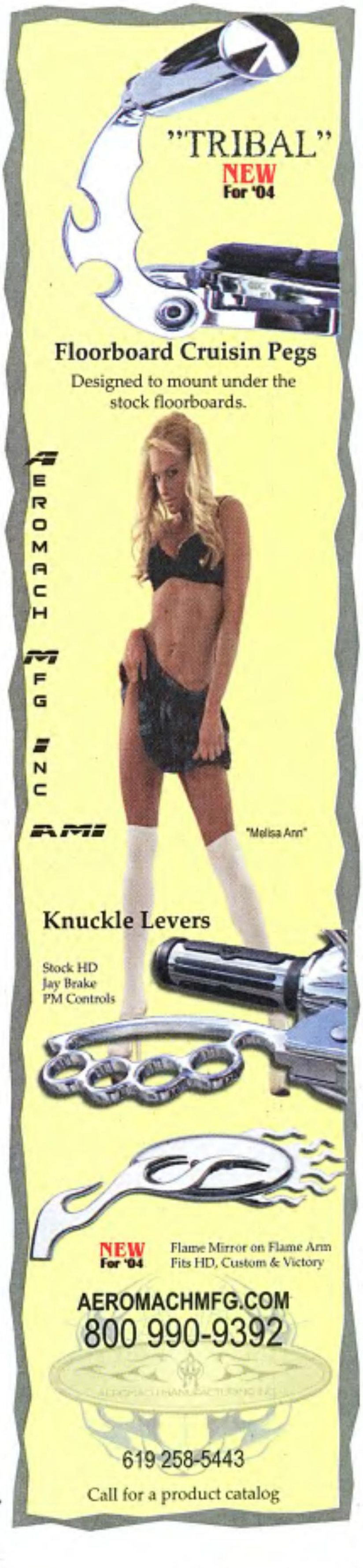
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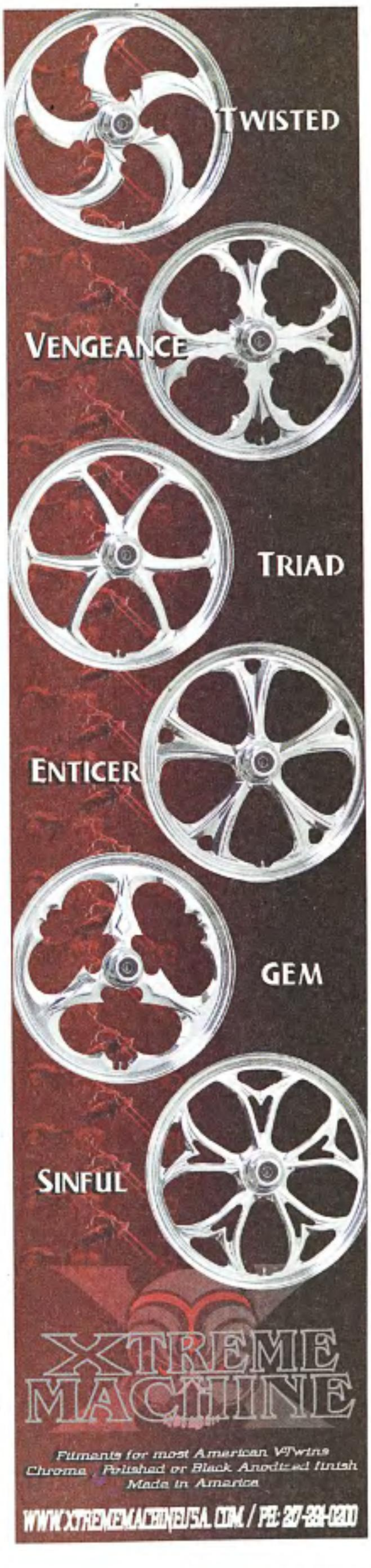
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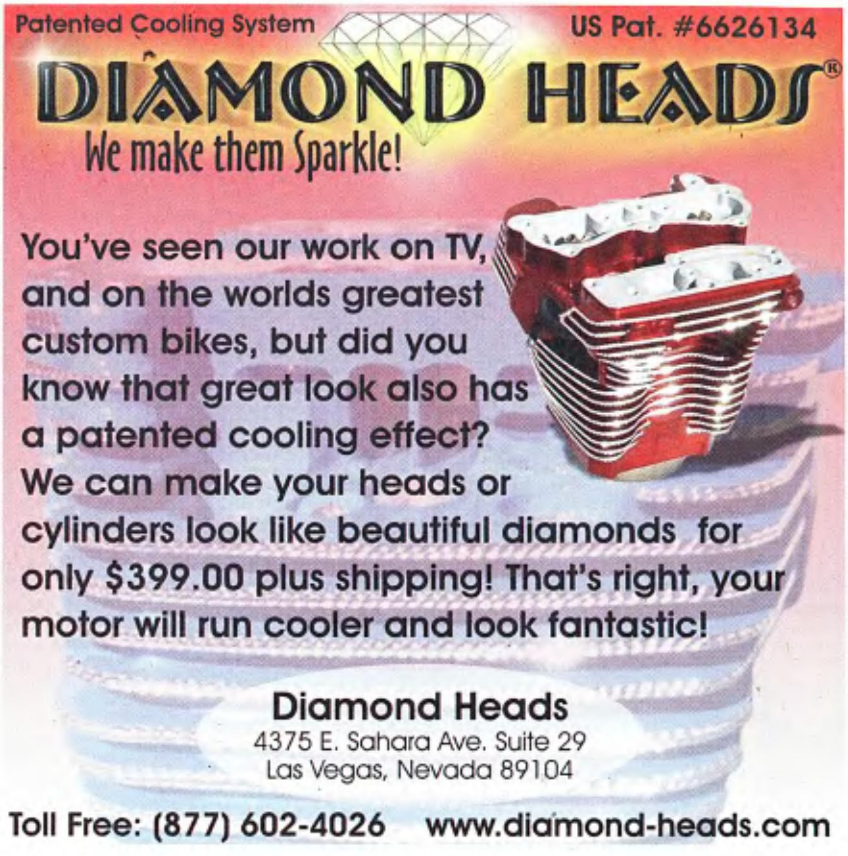
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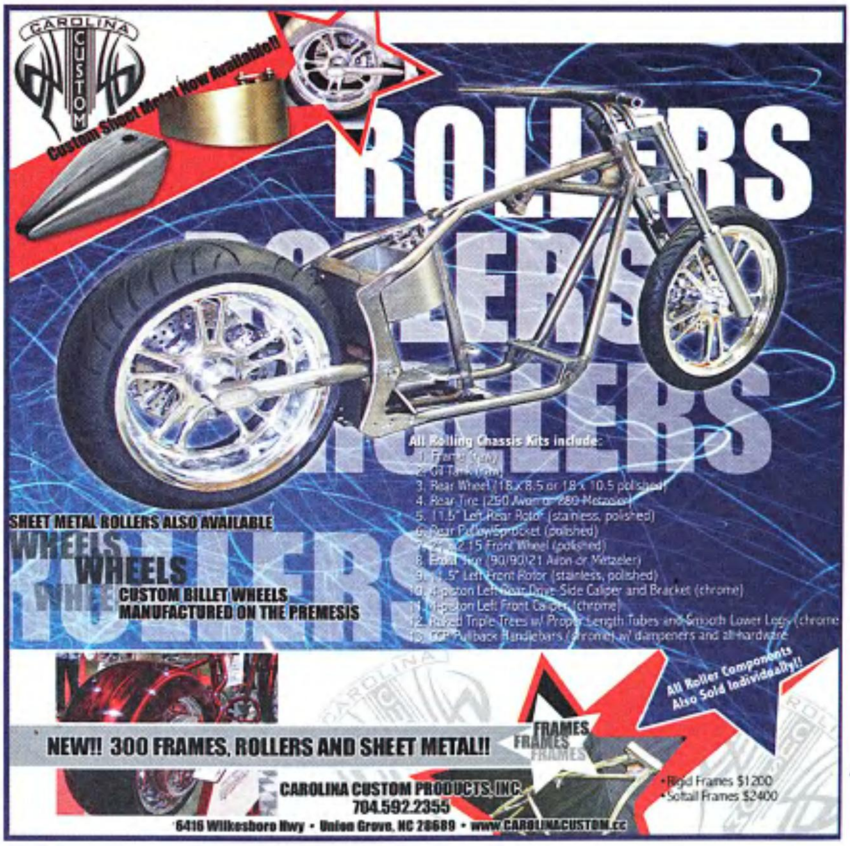
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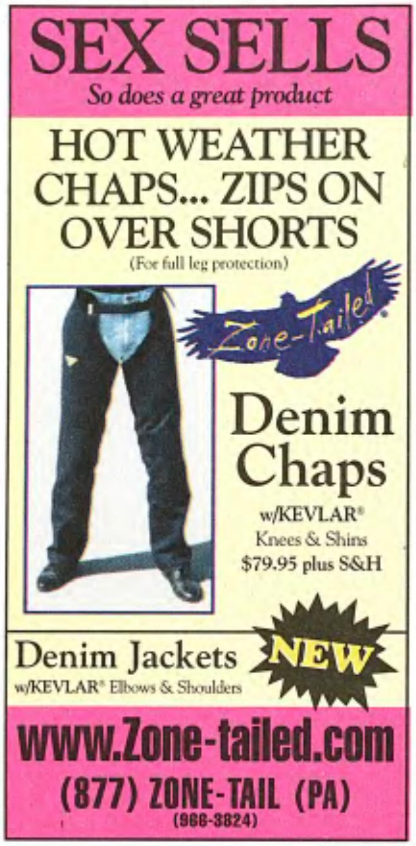
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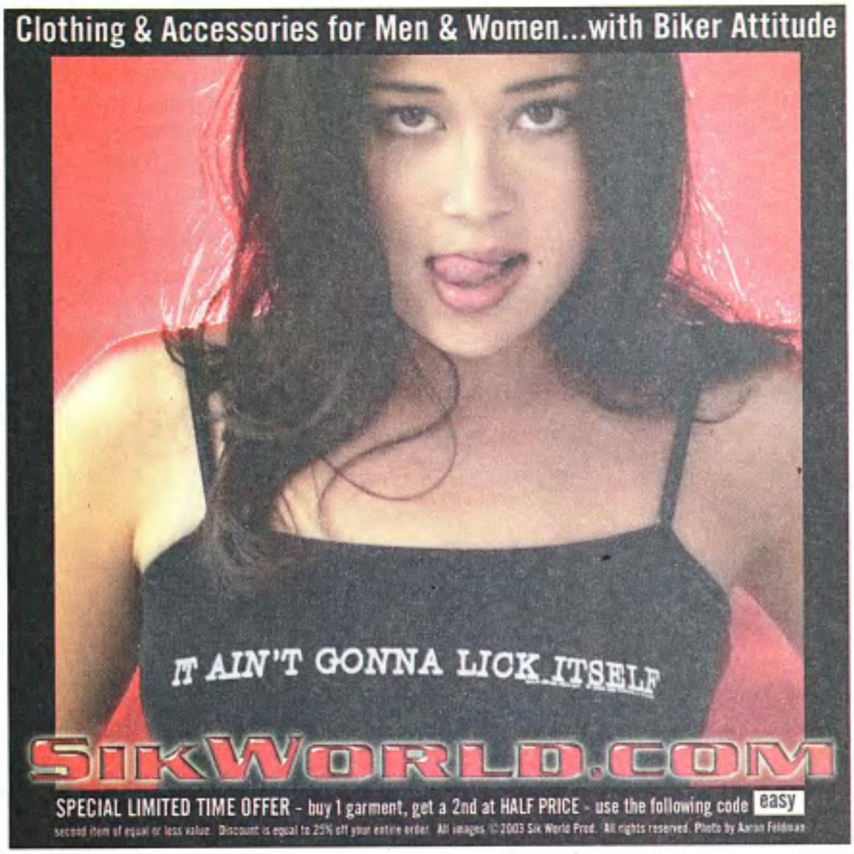
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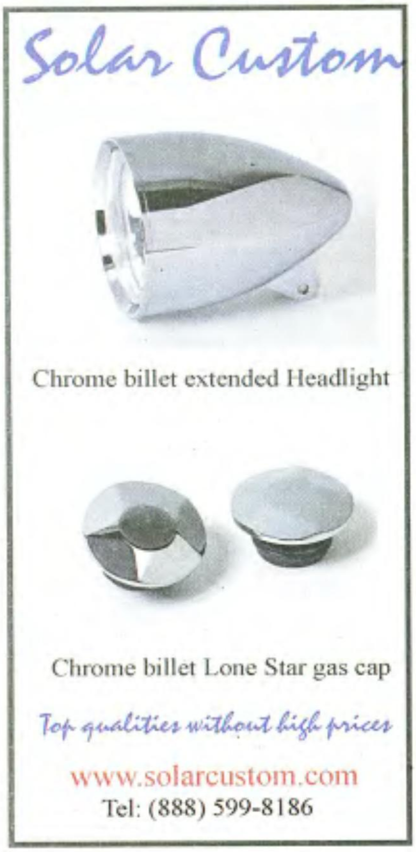
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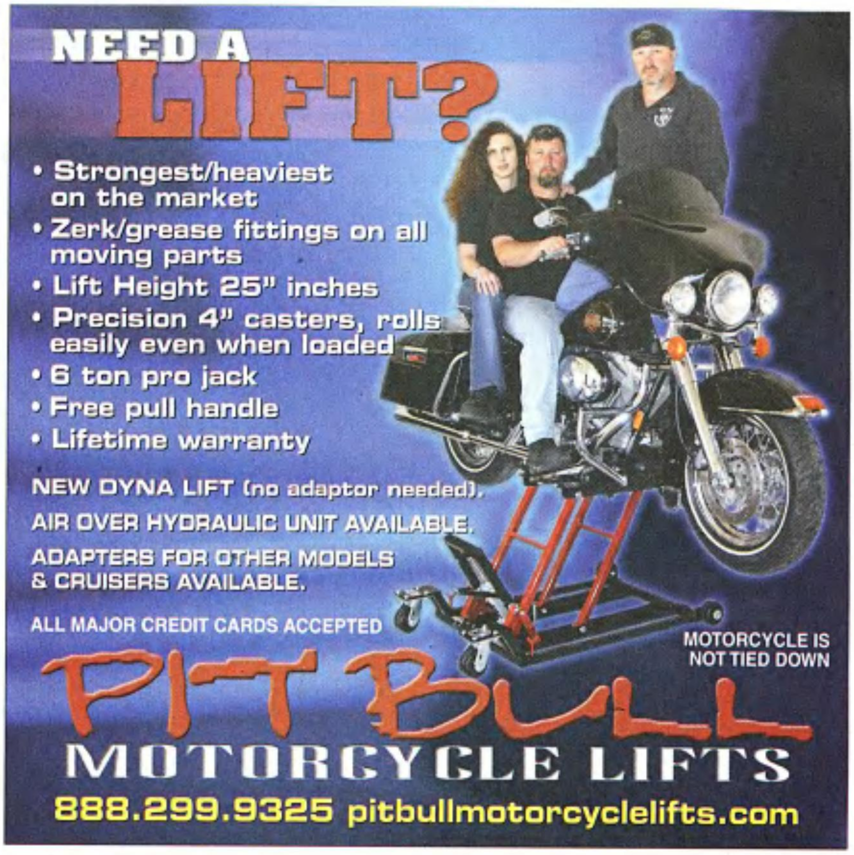
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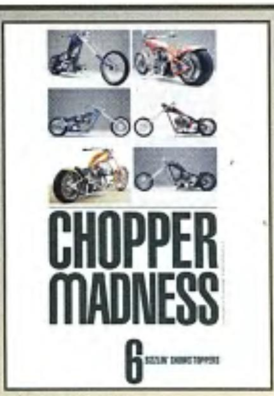

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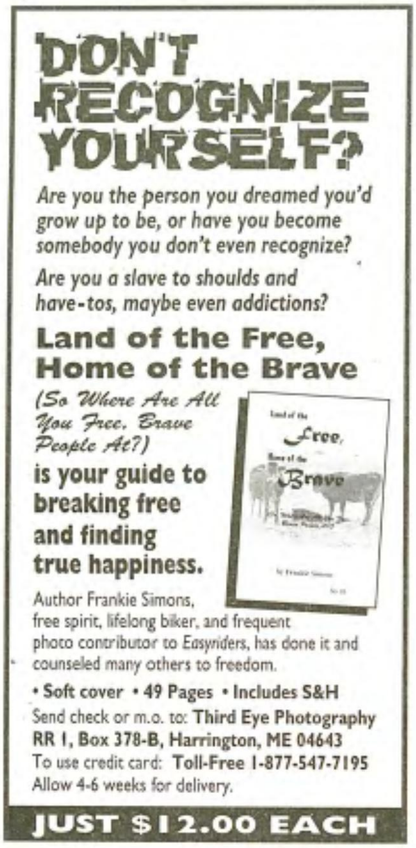
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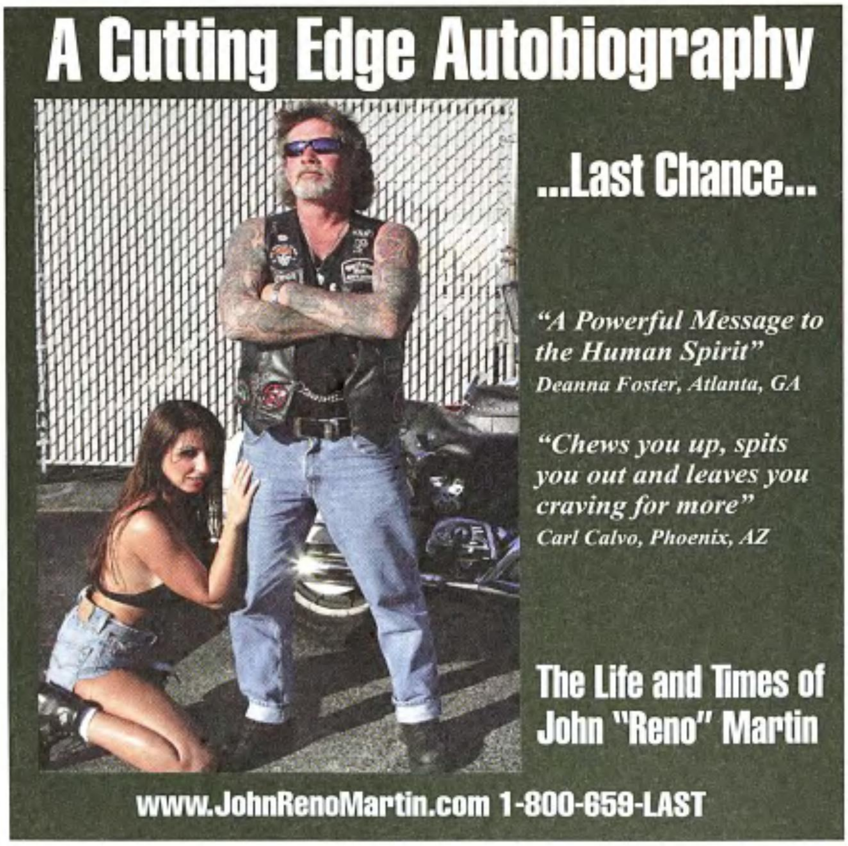

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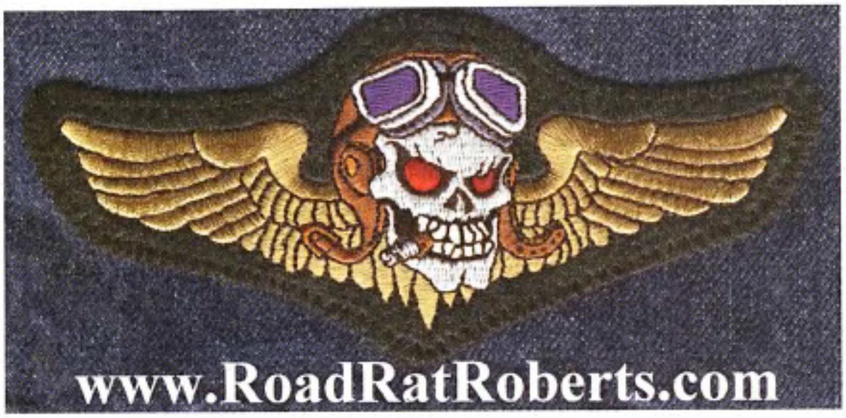
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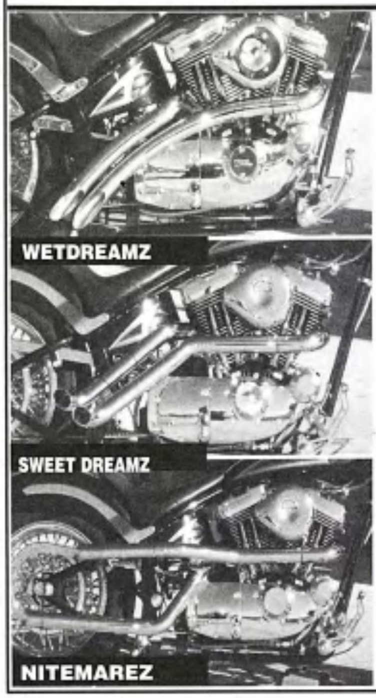

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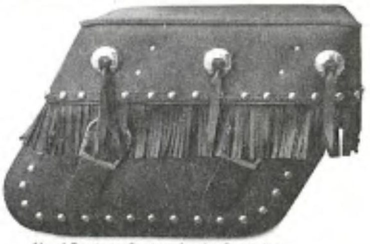

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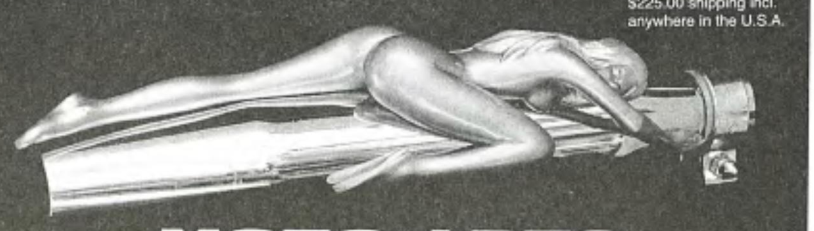

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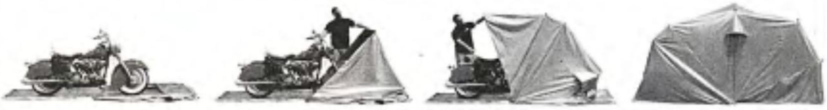

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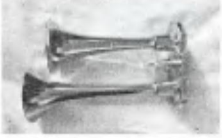

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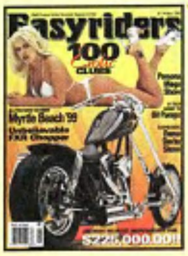

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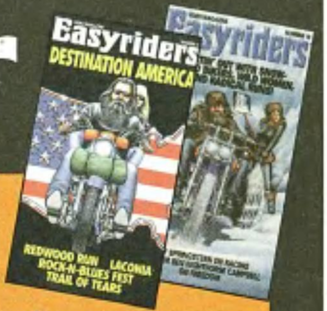

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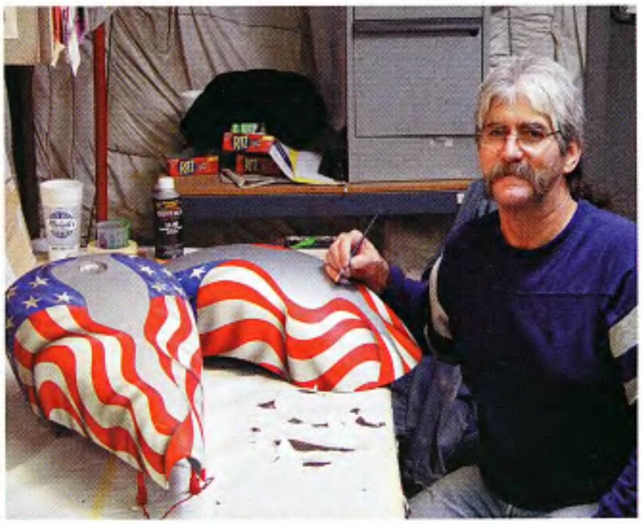
Whether the job calls for solid colors, flame jobs, scallops, intricate multicolored schemes or finely crafted airbrushed designs, the team of master painters at Airea 5150 is hell-bent on giving you the best possible work for your money. As motorcycle enthusiasts themselves, they know how much pride you put in your prized ride. They also know that those who get into the custom bike hobby like to express their individuality through their ride.

We recently shipped a plain dashboard out to Airea 5150's paint shop in Arizona. In the box was a small fridge magnet with a pinup girl on it. The instructions were simple: We liked the pinup girl and wondered if she could be reproduced and enlarged to fit on the dashboard.

Apparently the shop gets this kind of requests all the time and it was no big hassle for the airbrush artist who was able to bring the design to life in just less than four hours. The dashboard was painted, cleared and shipped back to us in just a couple of weeks. Ours was a small job for Airea 5150 but the shop is used to doing things in all sizes and can adjust to the needs of various projects, from panel painting to all-out custom jobs with matching frame and body components.

With a staff of 15, occupying 4,200 square feet, where as many as 100 motorcycle paintjobs can be under way at any time, Airea 5150 could appear to some as some sort of big factory machine. Fortunately a look at the work that comes out at the other end of the busy line will convince you that a lot of soul and pride go into each part that enters the paint shop. *—Lafayette*



Photos: Kim Peterson and Airea 5150

EASYRIDERS LIGHTING GUIDE

In its relentless effort to strip your wallet down to its very lining, the aftermarket motorcycle industry has focused its resources in transforming the most mundane bike parts into must-have things of beauty. I bet you didn't know you needed a set of new mirrors until last month when we showed you how cool your bike would look with a new pair of these billet do-dads.

Well we're doing it again for July and this time we'll be tempting you with a breathtaking collection of jazzed-up headlights and taillights you just can't live without.

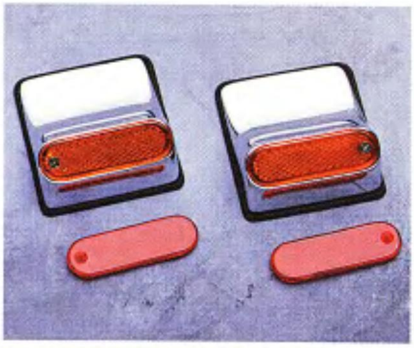
Now we'd just love to hear the twisted scheme you'll pull this time to rationalize your next purchase to the ol' lady.

—Lafayette

Lazer Star introduces the Fire Star V-Rod headlight

This aftermarket 5-inch headlight for Harley's V-Rod utilizes the stock bracket. This high-carbon steel, spun headlight with billet mounting posts and bezel uses the stock headlight mount for installation. The headlight comes standard with a Tri-bar lens and 55/65 watt H4 halogen bulb. Topped off with chrome finish, the headlight gives the V-Rod that traditional Harley attitude. MSRP is $315.50.

Contact Lazer Star directly at 800-624-6234 or on the Web, www.lazerstar.net. Or see your local Drag Specialties dealer.



Drag/Hotop rear marker lights

Drag Specialties and Don Hotop team up again to bring you these unique lights that are designed to be the perfect complement to their Fender-to-Saddlebag covers DS-720121 or DS-720129 for '93-'04 FLT/FLHT/FLHR models. These marker lights can also be mounted to the rear surface of any '67-to-present OEM hard saddlebags (except '80-'84 FLT models). They include a molded rubber gasket for mounting against painted surfaces and a bright, 10-watt, single-filament halogen bulbs for great visibility. The marker lights are sold in pairs, retailing for $65.95 and come with amber and red lenses.

Go to www.dragspecialties.com or your local Drag Specialties dealer.

Alloy Art's Smoothie side-mount license plate and taillight bracket

Alloy Art introduces their new Smoothie side-mount license plate and taillight bracket. The intricate part is CNC-machined out of billet aluminum and features an LED cateye-style brake light cluster, with a built-in, white LED license plate illuminator.

Alloy Art says their Smoothie side-mount license plate and taillight bracket was designed to fit Harley-Davidson V-Rod, Softail, Dyna, FXR, and Sportster models.

The Smoothie side-mount license plate and taillight bracket retails for $525.95 and is distributed by Drag Specialties.

Contact Alloy Art 626-963-5021 or visit their Web site www.alloyart.com.

ZapLights

Compact and versatile, the ZapLights are multi-colored, programmable, LED-based light units that provide ground effects lighting for motorcycles, cars and trucks. Each ZapLight module has 16 very bright LEDs per kit. The lighting scenes can be solid, fade on and off, and fade from one color to another.

Reach J&P Cycles for more information on this and many other motorcycle products by calling 800-397-4844. You can also find them at www.jpcycles.com.

Visor driving lights

These lights feature high-quality, chrome-plated die-cast aluminum housings with a 35W single-element halogen bulb for superior illumination. Visors adjust 360 degrees for a variety of mounting

options. The lights measure approximately 2 7/8 x 1 3/4 inches and are sold in pairs, retailing for $74.95.

Go to www.dragspecialties.com or visit your local Drag Specialties dealer.

Headwinds now manufactures an adapter to mount their custom headlights on a Harley-Davidson V-Rod

Headwinds says that you can now mount any of the company's headlights on your Harley's V-Rod. Headwinds, a leading designer and manufacturer of custom headlights, tells us they have developed a unique, billet aluminum mounting system that consists of an upper tree face-plate that covers the original headlight mounting slot, a 2-part mounting base that covers the rough finish of the lower tree casting, and a headlight mounting block.

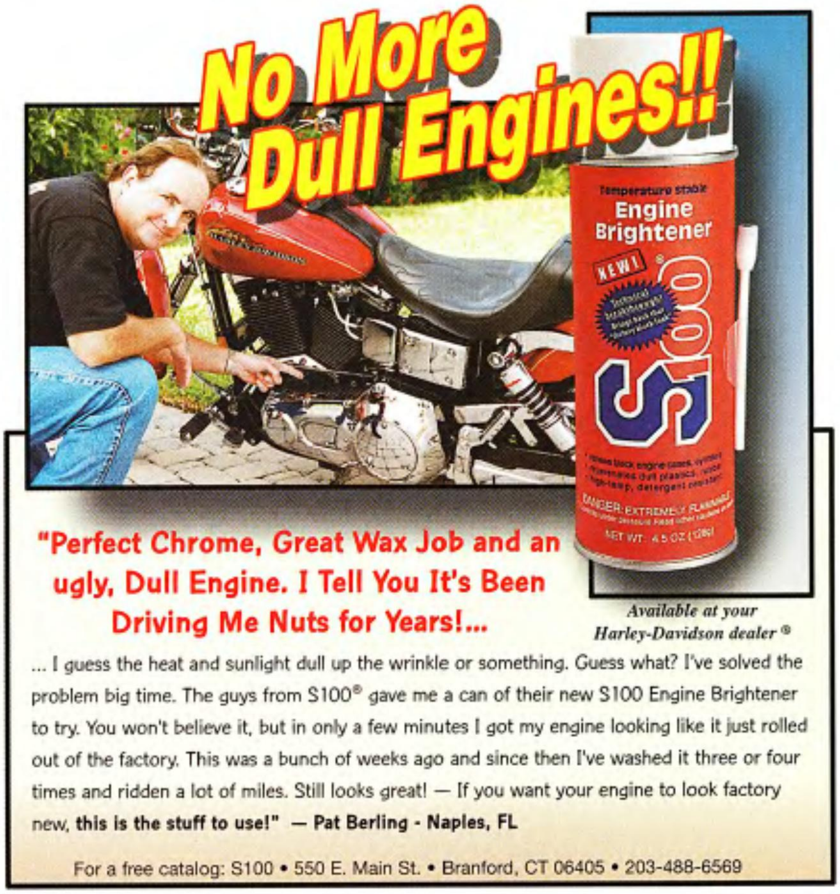
Also shown is their optional turn signal-to-headlight mount to complete the package. Headwinds offers a wide variety of U.S.-made housing styles and sizes.

Contact Headwinds at 626-359-8044 ext. 5701 or log to www.headwinds.com to see them on the Web.

Cyril Huze's Spyke lights are versatile

What says chopper more than a spike shape? The style of these aggressive-looking spiked marker lights may take you back in time, but the 2-function bulb or optional LED is hardly yesterday's news. These lights are a recent addition to Cyril Huze's extensive line of upscale motorcycle accessories and will turn heads well before your own turns. They are cut out of billet aluminum and are polished to a mirror shine. The Cyril Huze Spyke Lights are available with a choice of red or amber lens.

Call Cyril Huze at 561-392-5557, or go online at www.cyrilhuze.com to see more of their ever-expanding line.



Russ Wernimont Designs' DOT-approved Iron Cross headlight comes with style and attitude

Drag Specialties recently added the Russ Wernimont Designs' Iron Cross headlight to its 2004 lineup. This one-of-a-kind chrome headlight gives a touch of old-school styling to any custom motorcycle project. Each Iron Cross headlight comes with a 1-foot wire harness, connecting plug, H4 55/60W halogen bulb and a universal bottom-mount block. The Russ Wernimont Designs' Iron Cross retails for $299.95 and is DOT approved, says Drag Specialties.

Go to www.dragspecialties.com or visit your local Drag Specialties dealer.

They will be left staring at your taillight

J&P has the famous Maltese Cross taillight in their catalog once again. It's 4 inches tall and 4 1/8 inches wide and is 1 7/8 inches thick. A clear license window is also provided to light up your license plate. This universal design can be adapted to all models provided you do minor fabrication.

Reach J&P Cycles by calling 800-397-4844. You can also look them up on the Web at www.jpcycles.com.

Pro-Kodlin billet headlight

If you're after the latest in exotic lighting for your scooter check out these unique pieces now being offered by Pro-One. Imported directly from the source in Germany, these awesome headlight assemblies are designed and manufactured by legendary European designer Fred Kodlin. Available in both the Elipse and Mini Square styles, Kodlin headlights are machined from solid billet aluminum and flawlessly finished in show quality chrome. The Elipse elliptical headlight is 7 inches wide, 4 inches tall and 3 inches deep and the Mini Square is 7 inches wide, 2 inches tall and 3 inches deep.

Available from Pro-One, Kodlin headlights retail for $499. See your Pro-One dealer or call direct at 800-884-4173. On the Web at www.pro-one.com.

V-Factor 7-inch headlights

MID-USA's new 7-inch headlights from V-Factor are available in two different styles with your choice of replaceable halogen, sealed halogen or sealed beam bulb. Featuring a chrome-plated, spun-aluminum housing with a recessed bezel that is threaded to eliminate visible mounting hardware, it uses an O-ring seal to keep the elements out.

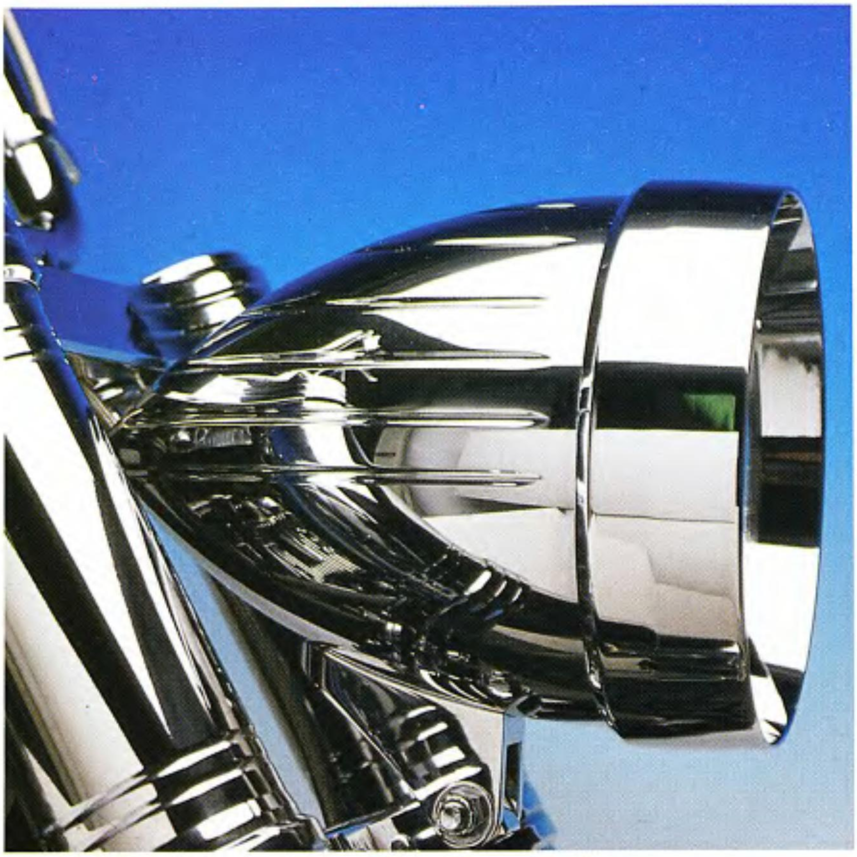
The heavy-duty mount has two button-head Allen-type pivot bolts to eliminate the conventional nut on one side for a custom look. Total length of the housing measures 6 3/4 inches. The headlight comes complete with 11 inches of lead wire. These Custom Headlights have no provisions for a high-beam indicator and must be used accordingly.

Contact MID-USA at 314-351-3733 or visit www.MID-USA.com.

Custom Teardrop headlight

Mr. Lucky says his DOT-approved Teardrop headlight adds a certain hot rod look to any custom motorcycle. It's made of a teardrop-shaped chrome housing and comes complete with a H4 halogen light and a chrome billet mount. The Teardrop headlight will work in most bottom mount applications and retails for $239.95.

Go to www.mrluckystore.com or call 800-597-6467 to order.



Ness-Tech billet headlights

Lean, mean looks are just part of the beauty of this Arlen Ness design. Top-quality CNC-machined billet also provides unique engineering that includes a threaded headlight retainer ring to eliminate exposed mounting hardware. The halogen lamp is not included and must be ordered separately.

Talk to your Custom Chrome dealer or go to www.customchrome.com.

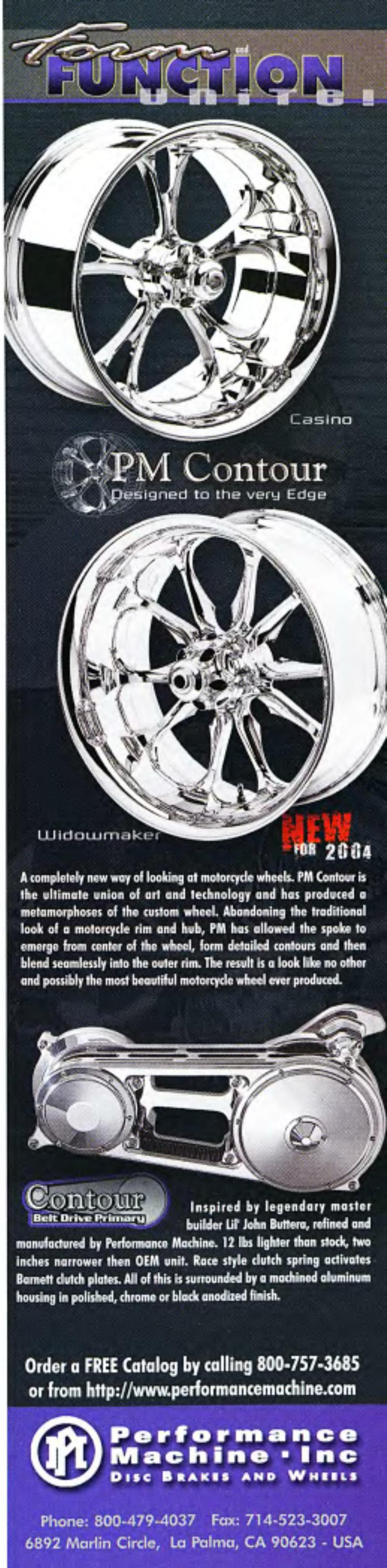
Bite Paughco's Bullet

Setting the standard for traditional styling and functionality, Paughco's universal Bullet headlight is possibly the most versatile and widely used custom headlight in the marketplace. It features a familiar, bullet-shaped housing, a common and easily replaced sealed-beam unit, a convenient spade bottom mount and Paughco's durable chrome finish.

Designated as model 1310, Paughco's classic Bullet headlight retails for a mere $69.95 and can be ordered by calling 800-423-2621 or at www.paughco.com.

Pro-One custom taillights

Pro-One now offers over a dozen styles and designs of motorcycle taillights, including super-high-impact LED designs like the ones shown here. Pro-One vows to offer high-quality, performance, reliability and on-the-edge styling. The



Diamond, Oval and Fat Bob assemblies are machined from solid billet stock, polished and chrome plated to perfection. Fit with the latest in LED lighting technology, each light comes complete and ready to bolt in place. The Fat Bob model is also available with integrated turn signals. Prices range from $49.95 to $154.95.

Call 800-844-4173 or visit them online at www.pro-one.com.

Cyclops headlight features a unique styling

The Cyclops headlight features a new and innovative design that will make your bike stand out, giving it a very distinctive look, says importer and distributor Eurocomponents. This stylish headlamp features a high and a low beam, is 6 inches wide, 2 3/4 inches high and 5 inches deep. You can order the Cyclops headlight in your choice of chromed or black powdercoated finishes.

This product is available only from Eurocomponents Inc. Call 386-274-5729 or online at www.eurocomponentsusa.com.

Chrome billet headlight kit with tri-bar lens cover

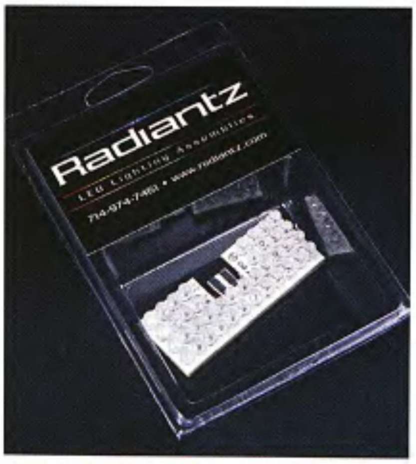
Slightly larger than comparable aftermarket headlights, this unit has unique features that set it apart from the crowd. The headlight shell has a tri-bar lens cover that allows the billet to flow continuously from front to rear. The lens cover comes with a smooth bezel; an optional lens cover with a knurled bezel is available for a more aggressive look. This headlamp also comes to a sharp point at the rear of the housing, which gives it a more streamlined appearance. It comes complete with an H-4 halogen bulb.

Talk to your Custom Chrome dealer or go to www.customchrome.com.

How many bikers does it take to?...

Lazer Star is introducing their extensive line of retrofit LED lights. These Superbright LED's come in either amber or red, and are a 1156 or 1157 retrofit. Standard bayonet base units have a row of outfacing LEDs for maximum reflector illumination. The taillight unit has a row of white outfacing LED's to illuminate your license plate. They are also available in the lollipop-style housing to fit your Harley-Davidson FL turn signals. All units have a three-year warranty on LEDs. MSRP starting at $44.95 each. Mfg. suggests using Biketronics Smart Equalizer.

Contact Lazer Star directly at 800-624-6234 or on the Web, www.lazerstar.net. Or see your local Drag Specialties dealer.



Radiantz introduces their newest fender-tip LED

Radiantz' new fender-tip LED for Harley applications was designed to offer not just a brighter, cleaner look, but also a more durable, longer-lasting light assembly than the stock bulb. Along side this new LED Radiantz also offers you clear or smoked lenses to replace the stock red and amber units for a more custom look. Radiantz says that if you can change a light bulb you can consider yourself an installation expert.

These fender-tip lights fit the front and rear fenders on all Touring Harley-Davidson FLH and Heritage Softails.

To obtain this product give Radiantz a call 714-974-7461 or visit their Web site www.Radiantz.com.

The most powerful motorcycle headlamp you can buy

J.W. Speaker Corporation says it has developed a xenon high-intensity discharge (HID) headlamp with exceptional brightness and power. The Model 8100 HID 7-inch round headlamp is said to provide 1.2 million candle power and light up the night with daylight color impression with four to five times more light than halogen lamps (at equal energy consumption). "With xenon headlights, the illuminated area is larger and brighter. The clean, bright, white light makes objects easier to see and more recognizable. And it's street legal, meeting FMVSS 108 Motorcycle specifications," says the manufacturer.

The Model 8100 HID 7-inch round headlamp features separate bulbs for the high beam and low beam. Since the xenon bulb has no filament, breakage from shock and vibration is also eliminated. State-of-the-art reflector optics, utilizing a xenon (HID) bulb, are said to deliver 10 times more life than conventional headlamps.

The installation kit includes a waterproof headlamp control module to adapt to existing lighting system. This new headlamp is available now at the J.W. Speaker online store www.jwspeaker.com.

Li'l Hot Dots LED bolts

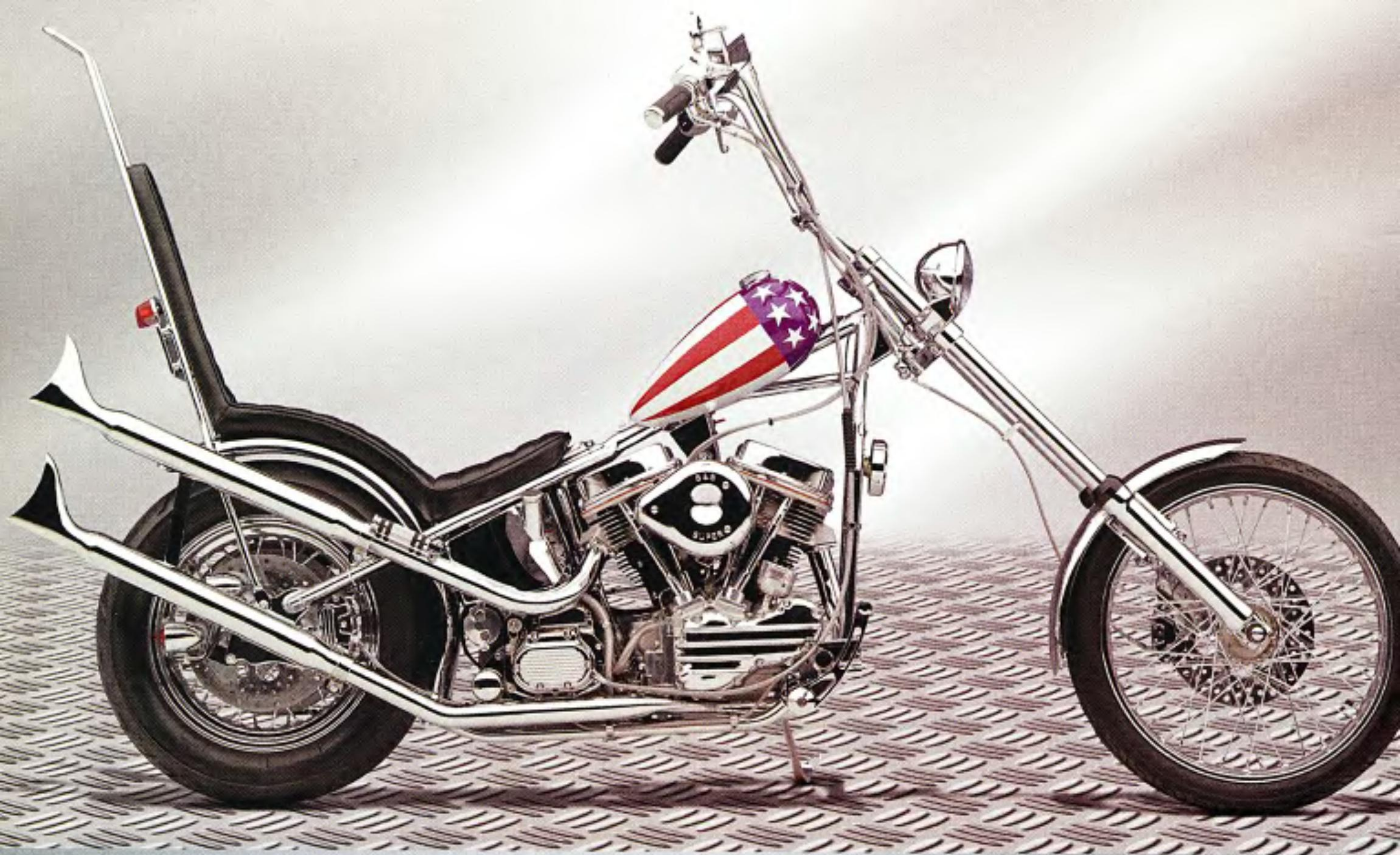
So you wanna do something trick with lighting yet be inconspicuous. Watson's StreetWorks Li'l Hot Dots are perfect for lighting effects. Four little LED lights in either a soft green or bright red or amber are housed in a bolt that is 15/16 inches in diameter and uses a 1/2-20 x 1-inch bolt thread. The nut and lock washer are included and they're waterproof too. Although they are designed for single function, Watson's StreetWorks also has a conversion kit available to make any of these lights dual intensity. They also carry larger, round flush-mount LED light kits called Hot Dots for parking lights and taillights as well as individual, 12-volt LEDs for illumination. The individual LEDs for illumination come in a light blue that's 5/32 inches in diameter and a bright white that's 1/4 inches in diameter.

Call Watson's StreetWorks at 860-859-0513 or visit them online at www.watsons-streetworks.com for more information.

Lazer Stars' driving light kit

Lazer Star is offering a driving light kit featuring a CNC machined billet aluminum bullet- or shorty-style housing with a 50-Watt halogen spot lamp. The spot lamp illuminates with a 12-degree beam pattern, which reaches high up onto the road banks and down into dark ditches. These lights put out 30% more light on the road than a stock high beam, Lazer Star says. Each lamp pulls 4.5 amps, so it is recommend utilizing their custom wire kit. Lazer Star makes installation easy by providing proper fuses, wires, and connectors. All metal parts of light housing have a lifetime warranty; electronics have a 90-day warranty.

Contact Lazer Star directly at 800-624-6234 or on the Web, www.lazerstar.net. Or see your local Drag Specialties dealer.


S&S
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CHOPPER SPOKEN HERE

The Paughco Story

In the '60s just saying the name "Paughco" explained it all. Four-plus decades later nothing's changed...Ron Paugh rocks back in his chair and smiles at the motorcycle parked in his office. It's sitting right there on the other side of his desk, and it's a motorcycle definitely worth a smile. It's the "Captain America" bike, the one Peter Fonda rode in the 1969 movie *Easy Rider*, and getting it together and into this office was no easy matter.

Probably the most well-known and most recognized motorcycle in the world, this chrome-framed icon to the open road—along with its companion Billy Bike—was stolen shortly after filming was complete. Both bikes were unceremoniously stripped and sold off for parts. "About 10 years later," Ron says, "some of those parts started showing up. I was able to find the frame, front end, the gas tank, and the seat—all the important stuff. We reconstructed the bike around those key parts."

It's altogether fitting that Ron has this bike in his office, too. While not strictly a Paughco chopper—that original Captain was based on a raked and stretched H-D frame—it certainly embodies everything that Ron and Paughco have come to mean.

Beginning in the '60s and continuing on through the '70s and into the '80s, all through the heydays of the original chopper movement, Paughco was at the forefront of it all, the one company really making it happen. If it weren't for the readily available, and affordable, Paughco frames, springer front ends, peanut and coffin gas tanks, round oil tanks, fenders, and upswept exhausts that Paughco offered, many of the choppers of those years never would have been built.

"And it all started as a hobby," Ron says, beginning his story of Paughco. "Back in '64, when I was still in high school, I bought an old 1947 knucklehead, paying about $150 for it if you can believe that. It was the cheapest bike around, and it was all I could afford."

Fortunately for this budding biker, Ron's dad already owned a company called Paughco Tool and Die. Established in 1952 in North Hollywood, California, the company served the then-booming aerospace industry in SoCal, and ever since he was tall enough to stand in front of a lathe Ron would work there on the weekends.

But aerospace contracts or not, Ron and his brother Steve became heavily involved in the SoCal hot rod and bike scene. Before long that single $150 knucklehead had escalated into a string of Harleys the brothers were buying and selling, motorcycles they'd fix up and paint up at the shop.

During this period Ron and Steve would spend quite a bit of time at Boyd DeFrance's D&D Cycle in nearby San Fernando. They'd be there buying or trading for whatever parts they might need for a project at hand. And it was Boyd who sparked what would become the Paughco we know today.

"He told me I should talk my dad into manufacturing the inner primary for a Harley," Ron remembers. "The only ones available at the time were originals, and good ones were becoming harder and harder to find. This was back around '65 or '66."

Now, during those years Paughco Tool and Die was full-bore into its aerospace work, "making parts that are still sitting somewhere up on the moon," Ron laughs. It took almost a year before Ron's dad agreed to let him and his brother start on the tooling to produce that inner primary. By 1969 they had the tooling complete, a total of 14 dies to replicate that one Harley replacement part.

Coinciding with completion of those dies the bottom fell out of the aerospace business, so Paughco Tool and Die promptly stamped out 500 inner primaries. Ron loaded them into his car, and, driving from the San Fernando Valley clear down to the Mexican border, he stopped at every motorcycle shop he found. He sold 100 of those initial parts his first day out.

"It was an immediate success. The shop guys all went crazy over it," he remembers. "We were selling them for 20 bucks apiece, and when I brought the money home that first day, $2,000 cash, my dad said, 'I think we hit the jackpot.' And as the old story goes, the rest is history."

The motorcycle parts business was launched in June, 1969. Once bike shop owners saw that inner primary, and saw how complicated it had to be to make, they told Ron, if he could produce that he could certainly make a chain guard, too. Or how about a carb cover? Or a set of exhaust pipes? They could use it all.

By 1972 the Paughco motorcycle line had expanded to the point where it became obvious that if they didn't have their own in-house chrome shop they'd never be able to keep up with the orders coming in, or keep up the quality they'd by now become known for.

Renting another building, Paughco established its own plating division, but that wouldn't be the last building they'd rent. Constantly expanding to keep up with an ever-growing demand, Paughco was soon doing business from under 10 different roofs spread all over the San Fernando Valley.

In 1974 they bought one big building in North Hollywood, the old 40,000-square-foot Keystone Wheels facility, and brought everything back under one roof. Though, not yet manufacturing any frames or front ends, Paughco had handlebars and gas tanks and oil tanks and mufflers and all sorts of accessories available, and of course those inner primaries, and still they were looking for more products to produce.

In 1976 Boyd DeFrance, the guy who got it all started with his request for that inner primary, brought that to them, too. He was ready to sell D&D Cycle, "and the timing was perfect," Ron remembers. "We immediately acquired all the equipment and tooling and fixtures needed to build rigid frames and springer front ends. D&D had been making all of that for Jammer. Boyd had two or three different styles of frames he was offering, and a narrow Springer. We were instantly in that business." Incidentally, Jammer was owned and run by Joe Teresi, the guy whose name leads off the masthead of this very magazine. Small world.

Going like gangbusters, Paughco had by now grown to 125 employees. "And back in the '70s," Ron remembers, "we were building, shipping, and selling 100 gas tanks a day. The market was red hot." As was the writing on the wall, at least as far as it concerned staying in SoCal to do business.

With ever-tightening EPA regulations looming, the Paughs looked north and bought property in Carson City, Nevada. By 1983 they had completed and moved into a new facility there, which they had built themselves, bringing along all the key employees, especially Jim Dressi, Paughco's construction superintendent who ramrodded the project and remains with the company to this day. "And besides Jim, a number of the guys that came with us back in '83 are still here," says Ron, giving an indication of what it's like to work at Paughco.

When they moved into that Carson City building they had 73,000 square feet to fill. Wisely, the building had been designed for easy expansion, and expand it has. "Today we have 125,000 square feet," Ron says, "and we use it all."

As trends changed, Paughco changed, too. "We've always let the phones and the customer orders dictate what we make," Ron says. "When people started asking for swingarm frames we made swingarm frames, and when they started asking for wider front ends we made them, too. Same thing with gas tanks. People wanted bigger tanks, and we made them. We listen to our phone, to what our customers say, and we still do that today."

Maybe a little surprising, plenty of those phone calls today are requests for Paughco "blasts from the past." Everything, it seems, comes full circle. "We're building coffin and Mustang gas tanks again," says an amazed Ron. "We built the originals back in the '70s, and here they are selling like crazy again."

It's the same story with Paughco upswept exhaust pipes, and the bell-tipped mufflers, and the round oil tanks. It's all hot. "And it's all the stuff we started with," says Ron. "It's wild." And it's all completely explainable, too.

Right now that whole retro chopper scene, bikes built up around a Paughco rigid frame with an extended springer, and a Paughco gas tank and Paughco oil tank and a set of Paughco pipes, "is hotter than it's ever been. The whole chopper market is bigger now than it was back in the '70s. Lots bigger," says Ron.

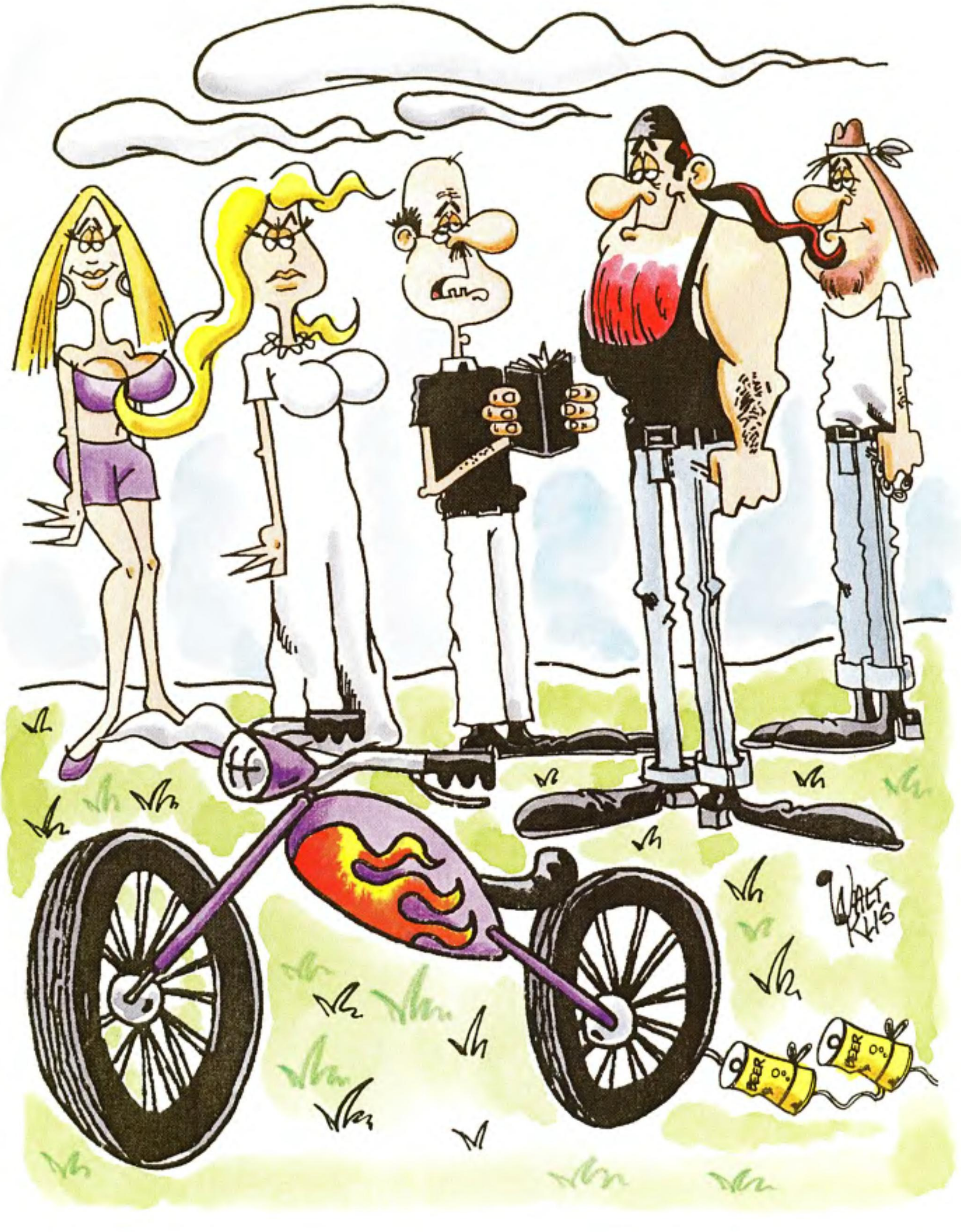
There's lots more Paughco variety for it now, too. Those frames, for example. Starting with "just those two or three styles that D&D was making," Paughco now offers more than 1,000 different frame styles, each one just subtly different than the next.

"Anything you can think of we can build," says Ron. And they do, all under one roof. Paughco subcontracts nothing, not the CNC machining, not the plating, not anything. All told, there are eight different shops under that big roof up in Carson City, everything from engineering and design, to a sheet metal shop, a punch press department, welding, tube bending, and chroming—there's even a full mechanic's shop where complete bikes are assembled, and it's all Paughco. "And because we don't have to pay for all those other people's profits to get something out the door we can keep our costs down," explains Ron. "Way down."

A new generation is hard at work at Paughco, making sure that Ron's dream will stay alive for the long haul. Ron's son, Bobby, is right in the thick of things. And for Ron all this is "just as exciting now as it was back when we started. Maybe even more, because now we have more ability, we can do more. We have the equipment. We have the experience. And we sure have the people."

And in today's overheated chopper market Paughco has one more important thing, too—the customers. There are more of them these days, too. Lots more. Hey, who'd have every thought choppers would be on TV generating worldwide interest and genuine media stars? But it's happened, and Jesse, Billy, Indian Larry, and Paul Jr. all owe a debt of gratitude to Ron Paugh and Paughco, the company that made it all possible. *—Joe Kress*

Photos: Provided by Paughco



"And do you, Snake, just wanna get the hell outta here, jump on your bike, and go party with your bros?"

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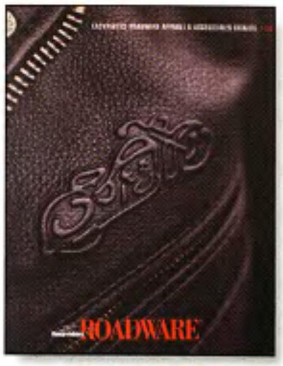

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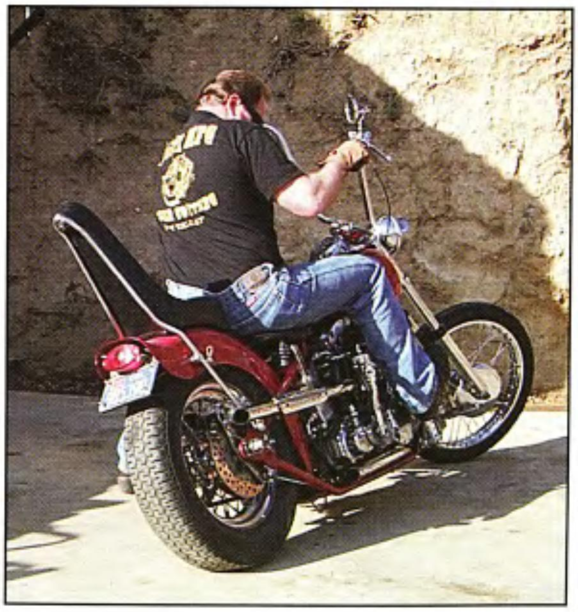
GOING STRAIGHT (YOUR BIKE THAT IS)

In order to go straight on your bike you need the front and rear wheels going the same way. If not, when you smoke your tire you'll go sideways. The same thing will happen when you nail the brakes hard.

If your bike has ever felt like it was on ice or began to wobble at high speed, you need this tool! It will show you the misalignment of your wheels, the root cause of your problems.

With a little practice using the tool, a minute or two should be all that's needed to see he misalignment of the wheels.



Bike-builders, these tools are a must. Using the supplied "STRING TOOL" you can set-up the bike with both wheels in live with the center of the frame neck first. Then and only then go and line up the driveline. Verify results with the easy-to-use "LASER ALIGNMENT TOOL" as shown above.

Here's where old school logic yields high tech results!!
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ReadersRides

Werner Seiler
Amelia, Ohio
1998 Rigid Evo

As one who's left the confines of his native Switzerland because he was sick of being hassled by Swiss police for riding custom-built bikes, Werner sure has proved his point and can now rub this very page in their collective face.

Particularly abrasive should likely be the slash-cut Aero Charger pipes, something the noise-conscious Swiss authorities yodeling from the peaks of the Alps really frown upon. But, of course, that's not the only thing deemed offensive by them. There's the mere fact that hardly anything matches up with what Swiss codes would determine to be acceptable, that is to say, stock, on Werner's ride. Certainly not the '98 88-inch S&S mill, rebuilt by Werner, balanced by Don Loos, and outfitted with Sifton lifters and a VS 44mm carb. And no signal lights? *Ach du lieber*! The '98 Santee hardtail frame with its 43-degree rake and 2-inch stretch would have been totally *verboten*. And the *coup de grace*, Werner's installation of a nitrous bottle, would surely have given one or all of the arresting officers a heart attack.

Hot shot photog Nate says he came across Werner at the Sturgis Rally and Races three years ago, which is where the bike was also shot. Nate says, "If I remember right, he said that when he hit the nitrous, he had somewhere in the neighborhood of 160 horsepower at the rear wheel on that bike."

Nate and his buddies partied with Werner and his friends from Ohio all week during the Sturgis Rally that year, and according to Nate, Werner was trying to hit on a friend of his wife's, and she wasn't interested, "so she just told him that I was her brother, and he laid off her," Nate says. "He didn't find out until later in the week that I wasn't really her brother." The hittee, by the way, was the lovely Carrie posing here on Werner's bike. "She shot him down at the bar, but we still managed to talk her into posing for some shots on his bike," Nate adds. Well, ya can't win 'em all. —*Tripper*

Photo: Nate Ullrich

ReadersRides

Paula Kobel's Ol' Man
Niagara Falls, New York
1966 FLH

Paula's grandpa came over from Germany eons ago and started working at Harley-Davidson way back in the day, she says, so "Harleys have been in my family since 1913."

Ol' Gramps would have been great to talk to, tell us some stories from the old days when he "helped upgrade the development of the exhaust system," according to Paula. "I used to have a photo of him on a Harley on a covered bridge, but I have not been able to locate it."

What does Paula's grandpa have to do with this beautiful shovelhead, you may wonder? Well, nothing really. She just happens to be married to the guy who's riding it. So why didn't we call her up and at least ask her what his name is? Sure, it would have been easy, but quite frankly, it's more fun this way.

"My ol' man paints Harleys only," Paula continues, adding a few subtle and well thought out comments about imported bikes and what they're made of. Paula seems like a stand-up kind of woman who fends for her man and shields him from any potential external threat. Which may be why she's given us as little information as possible.

And lest you think Paula's just rough and gruff and doesn't have a sensitive bone in her body, let me assure you, that's not the case. She's even chosen to enclose a dramatic poem she's written about the lifestyle we are so endeared to. I simply had to share it with you, the reader:

I think it's time to leave now,
I say to myself.
I want the wind in my hair
and on my face.
I stand…

You know, come to think of it, our annual allotment of fine poetry was, unfortunately, used up two issues ago by yours truly. I apologize most profusely, Paula, and hope that we can meet under similar circumstances about this time next year, when we have our new allotment available.

Very nice bike, though.

—Tripper

Photos: owner

Tom Roberts
Margate, Florida
2002 Road Glide

Sometimes all we get from our readers wanting to see their bikes on these pages is a quick missive with a friendly hello and not much else. And sometimes we don't get anything at all, besides the pictures. In Tom's case, he was more generous and thoughtful than that. He sent us a missive via e-mail.

It reads: "Dear Habibi" (the name has been changed to protect our editor-in-chief). "This is Tom Roberts" (and here the name hasn't been changed, because a) Tom may not be so innocent, and b) the astute reader may already know his name by having glanced at the top of this page prior to perusing this article).

Okay, like I said, he writes, "this is Tom Roberts in south Florida...." (I was going to change the location but realized that, at this point, it would be futile).

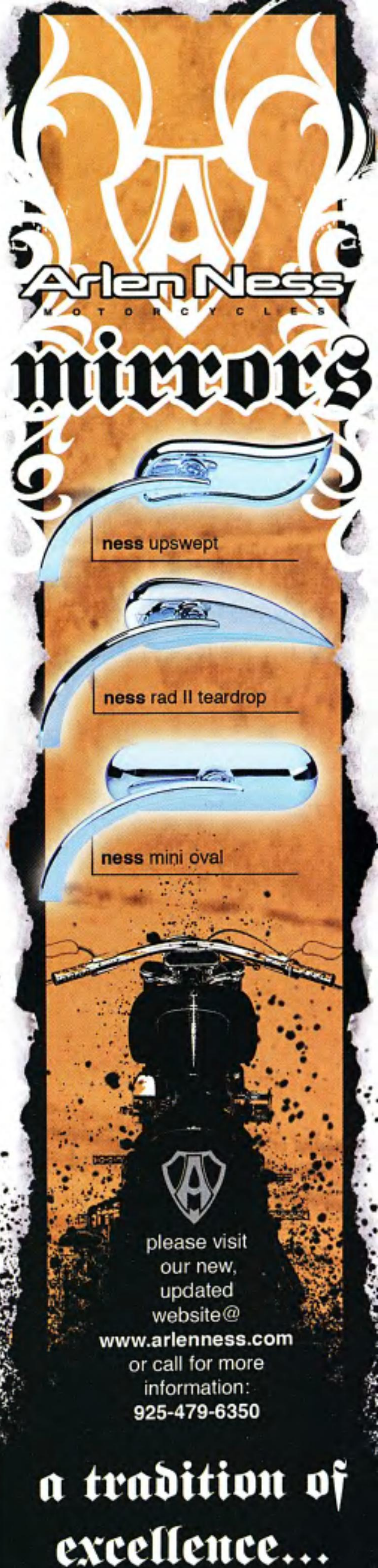
But let's continue: "I am the guy with that Softail Custom that Johann Schnitzelhuber..." (not the real photographer's name; again, just trying to protect Don Rogers' identity) "...had shot a while back and I e-mailed you some photos etc. I sold that bike and just bought a new 2002 Road Glide. I saw your article in the March issue on the Road Glide."

At this point, the weary reader may wonder what this is all about. Rest assured you're not the only one.

The missive goes on. "I have Tony Z..." (another name change, for Bobby B's sake) "...in Playa de Pompano..." (not the real location's name) "...doing some work on mine now and it should be done in about 10 days or so. I would like to send you some pictures by good old regular mail and see if you guys would have any interest in putting it in the pages of your great magazine. If so, please send me your mailing address again...."

Thanks for the headache, Tom, and please don't bother. *—Tripper*

Photo: owner



ReadersRides

Douglas Rhodd
Croswell, Michigan
1969 Shovelhead

With his trophy displayed so prominently next to his chopper, Doug somehow belies the wicked wrench he seems to be. But there he is, proud owner of what he hath wrought. And looking at the chopper a bit more closely, it seems hard to believe that it came into his hands in various and sundry containers. "I bought this bike from my brother three years ago," he says. "He had bought it and taken it apart to rebuild it, but he never did. The bike was stored in his basement for three years in boxes."

It took Doug an additional two years and a lot of money, he says, to do what his brother couldn't. "Everything on the bike is new or rebuilt and I got it finished by the end of last summer."

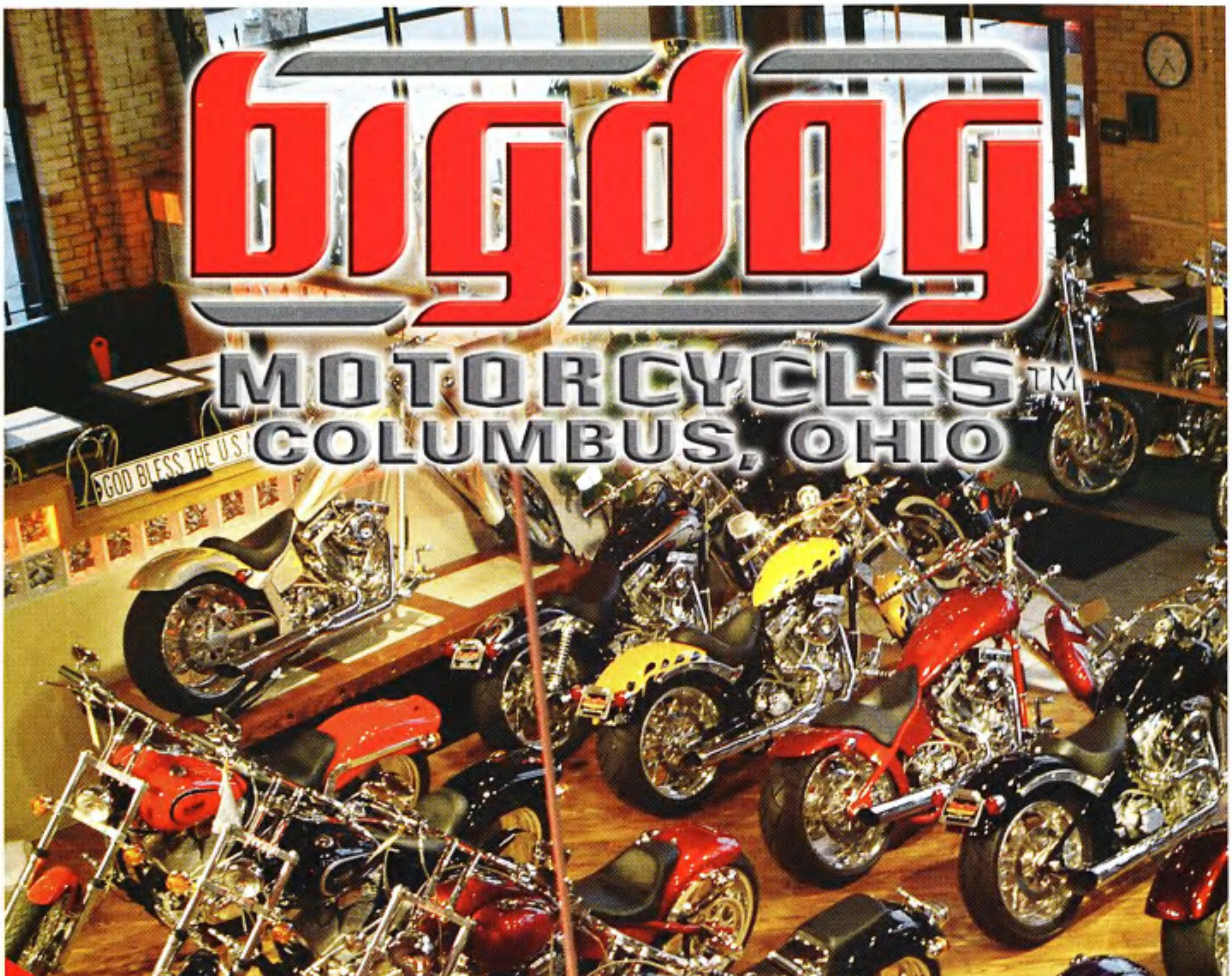
Since a lot of our readers' rides usually end up in a "holding pattern" that is more defined by time than space, I rightly don't know which summer he's referring to, but I'm pretty sure it's a summer that occurred this century.

Anyway, Doug continues his story by telling us that "the first show I rode the bike to was Rico's Wheels and Deals in Brown City, Michigan. They were having a bike show and bikini bike wash." Ah yes, the mammaries. But it happened: "My bike placed third overall, and me and the bike were lucky enough to have our picture taken with the half-naked ladies..." Yes, a lucky bike indeed!

The bike, he says, is "a '69 shovelhead hardtail chopper with a foot clutch and jockey shift...old school all the way!"

Doug has since joined ABATE and says he enjoys riding to the meetings and events in his area. Considering where he lives, I'd say he's lucky to get any riding done at all. *—Tripper*

Photos: owner



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HARLEY'S '04 CVO SCREAMIN' EAGLE ELECTRA GLIDE

They Really Got It Right

It seems these days when I throw a leg over a new bike from the Harley factory, I've grown to expect to be underwhelmed by the performance of the bike as-is from the dealer's floor (with the exception of the V-Rod). Well, as of late I'm happy to report all that has changed. In case you haven't noticed, more often than not the bike I choose from Harley's fleet is a bagger of some sort. Not that I don't appreciate how silky smooth the counterbalanced motors make the ol' Milwaukee vibrator, it's just that Harley has refined their road behemoths to the point where they're nearly as easy to pitch into a corner as anything else in Milwaukee's model line. Toss in the ability to easily stow the cameras and extra gear that I need on the road and you can see why I make them my rolling office.

Okay, so due to the mass (785 pounds dry) of a full-dressed hog, chances are you ain't gonna be able to pick one up should you drop it in the driveway, but overall Harley's got this bagger thing down to a science. For starters, the chassis and seat combo on this Ultra allowed even our most inseam-challenged staffer to reach the ground with both feet (26.5-inch seat height), which equates to a truly comfortable ride-height for us average-sized folks . Top that with a skip-free CD player with 60 watts this year, and it's as easy to spend a day in the saddle as it is to sit through the playoffs in a damned recliner.

Davidson

Even the dash on this factory custom exudes class with its gloss-black finish on the dash itself. The gauges have spun-aluminum faces that are sporty and reduce unwanted glare in the daylight, and at night reveal the back-lit red gauge face itself.

Visual aesthetics and creature comforts aside, what really piqued my interest in this particular machine was the factory-built, fully warran-damn-teed, stump-pullin' 103 cubic inches of locomotive-like power that's the centerpiece of this factory custom. The motor makes 100 foot-pounds of torque at 3,500 rpm and pulls hard basically from anywhere just off idle until you hit the rev limiter. I mean it, ladies and gents, this is the first Harley I've ever thrown a leg over that makes enough power to keep me from running to the phone and ordering cams, a carb, pipes, and an assortment of jets.

I immediately took to the highway where I could see how she performed, all made up in an orange that could put a safety cone to shame. The bright metal-flake orange is trimmed with pinstripes and surrounded in jet black. The impression from the front gives the bike more of a black feel, while the view from behind is pure competition orange (that's what we'da called it back in the muscle car days). I defy a little old lady to say she didn't see this thing from behind. But if you'd like a more subtle approach, there's a model in candy cobalt (blue) and starlight black as well.

Another nice point was that the bike comes equipped with a hydraulic clutch that makes the heavier clutch pack needed for the 103-incher feel light as stock. Keep up with hot rod Evo's? You bet. Pass a truck at 75 with your ol' lady and some gear? No problem. So, quit pussy-footin' around, Milwaukee, and make the 103-incher stock. —*Ken Ross*

General
Fabrication: ..Harley-Davidson
Year and make: ....2004 H-D
Model: ....Screamin' Eagle Electra Glide
Assembly: ....Harley-Davidson
Time: ....get yours quick

Engine
Year: 2004
Builder:..........Harley-Davidson
Ignition: ....Harley-Davidson
Displacement:..........103 cubic inches
Bore and stroke:....3.87 x 4.37 inches
Cam: ....Harley-Davidson
Intake: ....electronic sequential-port fuel injection
Pipes: ....crossover duals w/ touring mufflers and billet end caps

Transmission
Year: 2004

Painting
Painter:..........Harley-Davidson
Color:....orange pearl/jet black
Type: ....very bright
Special paint: ....Screamin' Eagle graphics

Frame
Year: 2004
Type: ....rubber mount
Rake:......................26 degrees
Stretch: ....none
Shocks: ....rear air

Accessories
Handlebars: ....factory
Risers: ....Harley-Davidson
Handlebar controls: ....H-D
Fenders:...........................FLH
Headlight: ....quartz
Taillight:...............................FL
Speedo: ....Harley-Davidson
Pegs: ....Screamin' Eagle
Foot controls:Harley-Davidson
Gas tank:......one-piece fatbob
Oil tank: ....under trans
Seat: ....sweet
Mirrors:..........Harley-Davidson
Grips: ....Harley-Davidson
Oil system: ....4-quartt, gerotor

Front end
Type:.......................wide glide
Builder:..........Harley-Davidson

Wheels

Front
Wheel: ......chromed detonator 3-spoke
Size: 16-inch
Tire: MT90B16 72H
Brake: H-D, full-floating rotors

Rear
Wheel: ......chromed detonator 3-spoke
Size: 16-inch
Tire:..................MU85B16 77H
Brake: ..H-D, full-floating rotor
Photos:....................Ken Ross

"Yep, definitely time ta start thinkin' electric start...."

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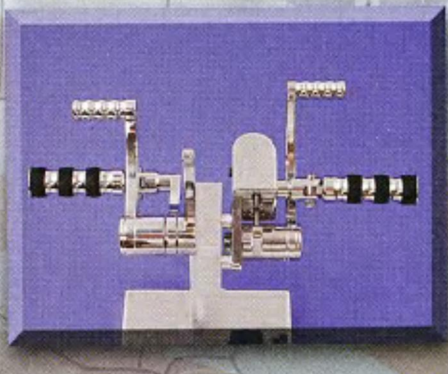

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ComingAtYa

The August issue of *Easyriders* (No. 374) showcases incredible custom bikes! As seen on the Discovery Channel there's Paul Yaffe's awesome *Biker Build-Off* dragon bike and Milwaukee Iron's Southern Chopper. Check out new bikes by Chica, Xtreme Machine, and test ride American IronHorse's 2004 Texas Chopper. We'll take you to the wild Steel Pony Express biker bash in New Orleans, then out to the Screw Laughlin Run in Lake Havasu City, Arizona. Out in the tech shed we'll bring you a Guide to Hand and Foot Controls, review some great new products and give you a fix for Rubber-mount woes. PLUS, on the newsstands you'll find our 32-page outsert Sturgis Survival Guide.

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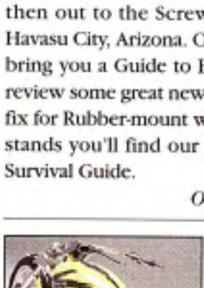

The supersizzling June issue of *V-Twin* (No. 39) offers up nine wild custom cruisers as well as more new products and accessories for your bike than ever before. We'll ride with 30,000 bikers to the amazing South Florida President's Run, meet master bike builder Scott Long, and check out the latest custom trends. We'll also spotlight Roger Bourget, go Behind the Scenes at TP Engineering and Edelbrock and meet a true biker hero in our True Road Tale. Our aftermarket Guide will focus on lighting up your ride with new headlights, taillights and runnings lights. We'll also visit a company that has been leading the way in the aftermarket world for over 30 years in The Paughco Story. All this and more is rocketing your way in a blaze of July fireworks in the July issue of *V-Twin* magazine.

On sale June 15th

The June *Biker* (No. 220) will be adorned with the first of three features with Penthouse Pets and *Biker* bikes. and our 48-page Biker Parties special when you pick up this rag from newsstands. *On sale now.*

In Sept. 2004's *Wind* (No. 118), we get some sun on our mugs at Daytona Bike Week, then deliver loads of flicks showing bikers at play. The outsert (sold in newsstand editions only), features the 2003-2004 Easyriders Centerfold Bike Show Tour. *On sale June 1st*

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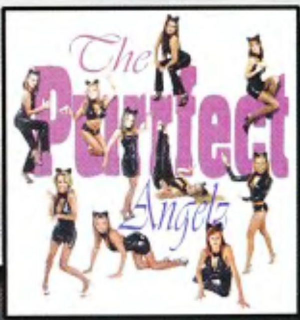

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